ANNUAL REPORT

OF THE

DEPARTMENT

OF

HIGHWAYS
& PUBLIC WORKS

FOR THE PROVINCE OF

Prince Edward Island

FOR THE PERIOD ENDED MARCH 31st

1982

RODDY B. PRATT
Minister of Transportation and Public Works

TO HIS HONOUR

THE HONOURABLE J. AUBIN DOIRON
Lieutenant Governor of the Province of Prince Edward Island

May It Please Your Honour:

I respectfully submit herewith, for the information of Your Honour and the Legislature of Prince Edward Island, the Annual Report of the Department of Highways and Public Works for the fiscal year ended 31 March 1982.

I have the honour to be, Sir

Your obedient servant,

Roddy B. Pratt
Minister
Transportation and Public Works

1 March 1983

Honourable Roddy B. Pratt
Minister of Transportation and Public Works

Sir:

I respectfully submit herewith the report of the Department of Highways and Public Works for the fiscal year ended 31 March 1982.

Respectfully submitted,

T. W. Walker, P. Eng.
A/Deputy Minister

1 March 1983

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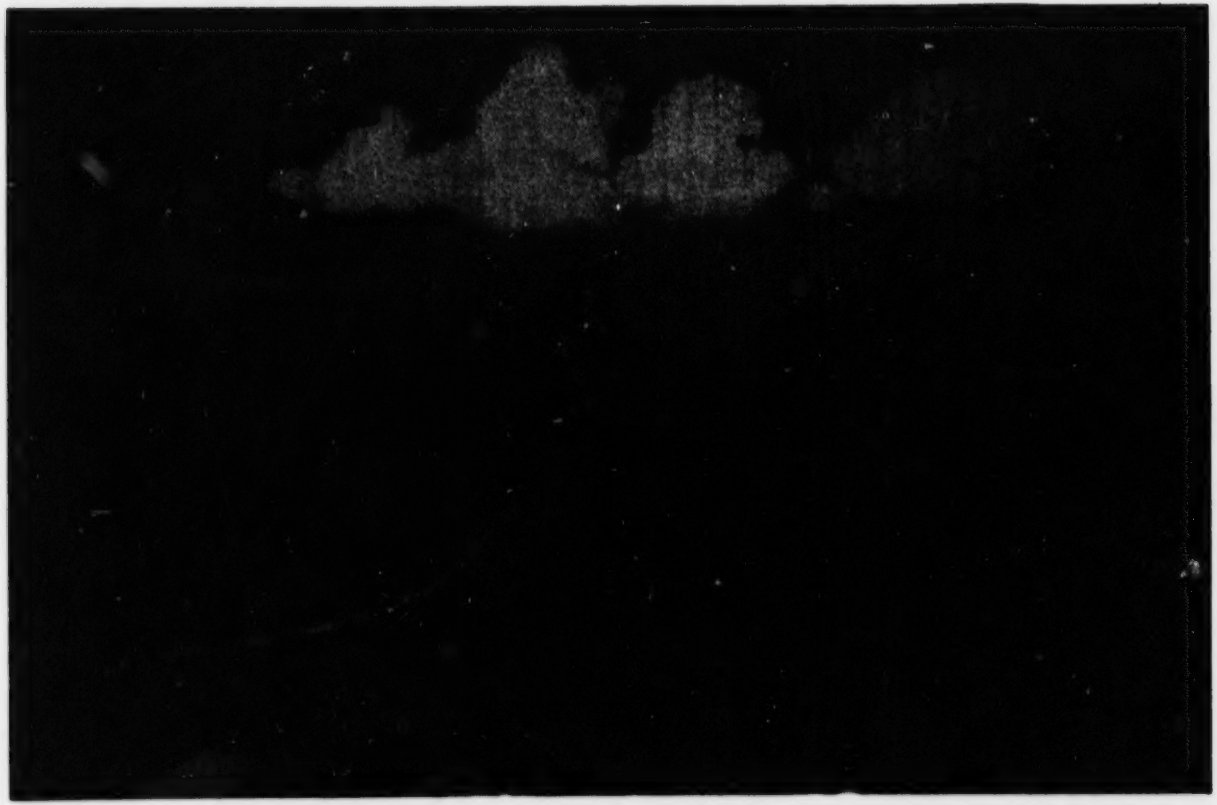


An Island Highway

HIGHWAY CONSTRUCTION DIVISION

CHIEF ENGINEER'S REPORT 1981-1982

HIGHWAY STRENGTHENING

In the absence of a shared cost program for highway reconstruction on major routes, the province undertook upgrading on several sections with its own resources. Work was done on sections of Route 2 on the Malpeque Road between Graham's Road and the Mill Road, Milton to Winsloe and from Miscouche to the Allan Road. A seal coat was placed on the Trans Canada section between Cherry Valley Corner and Vernon Bridge, and a section of Albany Interchange was rebuilt. Seven tenders were called for this work.

COST SHARE PROJECTS

Upgrading and strengthening projects were carried out under the DREE Program on the Western Road, Union Road and in Hunter River Village, as well as on Route 258 between New Glasgow and Toombs Corner. Work was also done on the East Point Road and the Commercial and Selkirk roads. Those projects had been tendered previously. The Freetown Road paving was the only project that was tendered this year. Under this contract 8 km of seal were placed.

PROVINCIAL PAVING

This program continued in 1981 with the placing of 96.17 kilometres on previously unpaved roads. Three hundred and eighty-seven homes were reached. There were 94 public tenders awarded for standard paving, 5 for chip seal over soil cement, and fourteen grading projects were awarded. The remainder of the work done under this program was negotiated.

BUNBURY-SOUTHPORT PEDESTRIAN UNDERPASS

Construction of this underpass began in October. It will allow pedestrians to move freely between the communities of Bunbury and Southport without crossing over the Trans Canada Highway. This program was cost shared on a ratio 80:20 with the Federal Government under their UTAP program. It is expected that this project will be completed early in the coming year.

BRIDGES

There were no major bridges built this year. Department crews' efforts were concentrated on small crossings built with creosote timber or the multi-plate arch type. The department employs four crews for this type of work. Forty-one small crossings were completed this year.

In addition to this, 1000 tonnes of rip-rap was placed on the approaches to the Red Bridge at Wilmot.

Studies were carried out on three of the province's larger bridges in 1981.

The condition of the steel pipe piles which support the Morell Bridge was investigated. These piles have been exposed to corrosion in salt water and to atmospheric corrosion in the intertidal and splash zones since 1966. It was concluded from this investigation that the pipe piles at the Morell Bridge are in excellent condition after 15 years of exposure and the thickness of the metal at this time is at least as thick as the nominal thickness used in their design for load carrying capacity.

An inspection was done on the South Pinette River Bridge which carries the Trans Canada Highway across that river. This bridge was built in 1959 of reinforced concrete. Soon after construction it was observed that deterioration of the concrete in the superstructure piers and abutments was occuring rapidly and more seriously than reasonable expected. While the bridge was reported to be structually sound and could serve its intended purpose for many years to come, the report recommended that repairs be undertaken to protect parts of the structure.

The bridge structure in the West River Causeway was investigated as well. The main objectives of this were to determine the state of erosion or wear of the anti scour slab and to assess corrosion damage to the steel sheet piling abutments caused by sea water. The report indicated that the anti scour slabs are structurally sound and have not been undermined but that some remedial action be taken in the areas adjacent to the slabs. It was also recommended that the thickness of the piling be monitored at five year intervals to determine the corrosion rates. Some holes have appeared in the piling which will require repair and some consideration will have to be given to applying a protective coating from about mean water level up to the top of the piling.

PRINCE COUNTY CONSTRUCTION REPORT 1981-1982

New pavement was placed on 31.26 km of previously unpaved roads.

A summary for Prince County Highway Construction is listed here:

Sub-grade Improvement	30.59 km
Soil-Cement Stabilization	31.63 km
Gravel Base	3.00 km
Asphalt Base	31.63 km
Asphalt Seal	32.04 km
New Pavement	31.26 km
Reconstruction	0.57 km
To Receive Asphalt Seal in 1982	18.29 km

On Provincial roads soil-cement stabilization was placed 15 cm thick and 6.7 metres wide. Asphalt is placed 6.1 metres wide, with the asphalt base 3.8 cm thick and the asphalt seal 1.3 cm thick. On roads where soil-cement is not used, the asphalt base is placed 7.5 cm thick and the asphalt seal is placed 2.5 cm thick.

RECONSTRUCTION

The reconstruction of roads consists of: 1) pulverization of the old asphalt material, 2) the removal of soft material and replacing this material with granular material, 3) placing crushed granular material or stablizing with cement, 4) placing the required thickness of asphalt material to adequately carry the expected loads.

SPECIAL PROJECTS

1) **Chip Seal Surfacing:** The construction of the Little Tignish Harbour road was a continuation of the Chip Seal Program started in 1980. The construction procedure was: 1) to upgrade the road with sandstone, 2) to stabilize the road with 15 cm of cement, and 3) to place two coats of surface consisting of a layer of liquid asphalt covered with a finely crushed aggregate. This method of construction will produce a smooth and durable surface for traffic on lightly travelled roads.

2) **Gravel Surfacing:** The Sudsbury, Baker and a section of the Schurman's Point roads were built to required sub-grade standards with a 20 cm thickness of gravel as the final surface.

3) **Environmental Conservation:** In highway construction, the primary objective is to prevent silt from polluting the streams and rivers. Two methods are used. One is to seed open clay areas with grass seed and mulch as soon as possible after construction is completed. The second method is to build dams (called silt traps) in the ditches to catch the silt run-off from the open areas until the grass seed has time to grow.

The following is a tabulation of the road work by districts:

1st DISTRICT	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Christoper Cross Road					1.8			
Doucette Road					0.2			
Foy Road					0.2			
Gaspe-Trainor Road	1.1	1.1		1.1	1.2	1.1		1.1
Lewis Road					0.8			
Palmer Road					2.8			
Peters Road					2.6			
St. Felix Road					0.4			
Ashly-Murphy Road	0.25	0.25		0.25		0.25		0.25
Cemetary Road	1.54	1.54		1.54	1.54	1.54		
Chaisson Road	0.70	0.70		0.70		0.70		0.70
DeBlois Road	0.90	0.90		0.90	0.90	0.90		
Dock Road	0.54	0.54		0.54	0.54	0.54		
Doyle Road	0.50	0.50		0.50		0.50		0.50
Harbour Road	0.18	0.18		0.18		0.18		0.18
**Little Tignish Road	1.04	1.04		1.04	1.04	1.04		
*Old Palmer Road	0.67	0.67		0.67		0.67		0.67
Pig Brook Road	0.57	0.57		0.57	0.57	0.57		
Piusville Road	2.18	2.18		2.18		2.18		2.18
St. Rock East Rd.	0.33	0.33		0.33		0.33		0.33
St. Rock West Rd.	1.68	1.68		1.68		1.68		1.68
Switchy Road	0.52	0.52		0.52	0.52	0.52		
Thompson Road	0.74	0.74		0.74		0.74		0.74
Trout River Road	1.44	1.44		1.44	1.44	1.44		
Watson Road	0.16	0.16		0.16	0.16	0.16		
Montrose Road					0.2		0.2	
Sub-Totals	15.04	15.04	—	15.04	16.91	15.04	0.2	8.33
2nd District								
*Ashton Road	0.86	0.86		0.86	0.4	0.86		0.86
Hebron Road	0.25	0.25		0.25	1.2	0.25		0.25
Pond Road					0.2			
West Devon Road					1.6			
Glengarry Road	1.12	1.12		1.12		1.12		1.12
Richards Road	2.10	2.10		2.10		2.10		2.10
Tarry Boylan Rd.	1.08	1.08		1.08	1.08	1.08		
Thompson Road	0.26	0.26		0.26	0.26	0.26		
Sub-Totals	5.67	5.67	—	5.67	4.74	5.67	—	4.33

	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
3rd District								
Higgins Road					0.7			
*Leo Arsenault Road					0.3			
Wellington Mill Road								0.2
Barlow Road	0.42	0.42		0.42	0.42	0.42		
Country Line Rd.		1.40		1.40	1.40	1.40		
Fidele Road	0.26	0.26		0.26	0.26	0.26		
Taylor road		0.96		0.96	0.96	0.96		
Sub-Totals	0.78	3.04	—	3.04	4.04	3.04	—	0.2
4th District								
Frank Bell Road					0.6			
Murphy Road					0.6			
Murray Mill Road					1.2			
Searletown Road					1.5			
Baker Road	1.30		1.30					
Banman Road	0.22	0.22		0.22	0.22	0.22		
Clermont Road		0.66		0.66	0.66	0.66		
Mt. Tryon Road	1.74	1.74		1.74		1.74		1.74
Noonan Shore Rd.	0.70	1.70		1.70		1.70		1.70
Racetrack Road	0.36	0.36		0.36	0.36	0.36		
Schurmans Point Road	2.0	1.60	0.4	1.60		1.60		1.60
St. Clair Duffy	0.39	0.39		0.39		0.39		0.39
Stafford Shore Rd.	0.25							
Sudsbury Road	1.30		1.30					
Sunset Road		0.37		0.37	0.37		0.37	
Westmoreland Rd.	0.84	0.84		0.84	0.84	0.84		
Sub-Totals	9.10	7.88	3.00	7.88	6.35	7.51	0.37	5.43
TOTALS	30.59	31.63	3.00	31.63	32.04	31.26	0.57	18.29

* Indicates Pavement 3.7 metres wide
** Indicates Chip Seal Surface

DREE PAVING

The DREE Program of road improvement continued during the 1981 Season with the detail of the work listed below:

Sub-grade Improvement	3.0 km
Asphalt Base was Placed	3.0 km
Asphalt Seal was Placed	17.0 km
Asphalt Seal remaining to be placed next Year	Nil

Except for the 3.0 km of sub-grade work on the Union Road, the major share of the DREE construction was placing asphalt seal on construction projects started in 1980. The sub-grade construction on the Union Road included widening the driving surface from 6.1 metres to 7.3 metres.

The following is a tabulation of the road work by districts:

1st District	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Western Road					3.0			
Union Road	3.0			3.0	6.0		3.0	
Sub-Totals	3.0	—	—	3.0	9.0	—	3.0	—
2nd District								
Nil								
3rd District								
Nil								
4th District								
Freetown Road					8.0			
Sub-Totals	—	—	—	—	8.0	—	—	—
TOTALS	3.0	—	—	3.0	17.0	—	3.0	—

QUEENS COUNTY CONSTRUCTION REPORT 1981-1982

PROVINCIAL PAVING

New pavement was placed on 37.46 km of previously unpaved roads.

A summary for Queens County highway construction is listed here:

Sub-grading Improvement	49.82 km
Soil-cement Stabilization	37.29 km
Gravel Base	2.27 km
Asphalt Base	35.61 km
Asphalt Seal	69.56 km
New Pavement	37.46 km
Reconstruction	—
To Receive Asphalt Seal in 1982	16.53 km

On provincial roads soil-cement stabilization is placed 15 cm thick by 6.7 metres wide. Asphalt is placed 6.1 metres wide, with asphalt base 3.8 cm thick and asphalt seal 1.3 cm thick. On roads where soil-cement is not used a thicker layer of asphalt is placed as noted below.

Local gravel base course, 20 cm thick, was placed on the Dixon Road. No pavement was laid on this road. At Stanley Bridge Intersection and on the New Sobey Access Road, local gravel was used as a base course under the new asphalt pavement.

Chip seal paving was placed on two roads in lieu of plant mix asphalt. These roads are in the Fourth District of Queens and total 3.20 km in distance.

Additional precautions were used this season to minimize siltation of down stream areas. Seeding operations were increased and "silt dams" were placed in ditches on most projects. These methods are described in the "Environmental Construction Practice Guidelines (P.E.I.)".

The following is a tabulation by districts:

1st District	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Reid Road					3.18			
Maplewood Road					3.40			
Paynter Road					0.46			
Yankeetown Rd.					0.96			
Green Road					2.34			
Clarkin Road					0.69			
Carragher Road					0.17			
County Line Road	1.91	1.91		1.91	1.91	1.91		
Victoria Shore Rd.	1.20	1.20		1.20	1.20	1.20		
North Road	0.84	0.84		0.84	0.84	0.84		

	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
South Melville (Mill)	0.42	0.42		0.42	0.42	0.42		
St. Marys Road	1.12	1.12		1.12	1.12	1.12		
Princetown Road	0.74	0.74		0.74		0.74		0.74
Todd Road	0.42	0.42		0.42	0.42	0.42		
*Yankeetown (Seaview)	0.64	0.64		0.64	0.64	0.64		
*Shore Road (Seaview)	0.10			0.10	0.10	0.10		
Bonshaw Shore Road	0.90	0.90		0.90		0.90		0.90
Pickering Road	0.64	0.64		0.64		0.64		0.64
Gallant Road	0.10	0.10		0.10	0.10	0.10		
**Stanley Bridge Intersection			0.10	0.65	0.65			
Elliot River Road	2.00							
Trout River Road	2.20							
Dixon Road	2.10		2.10					
Adams Road (Snow Trap)								
Murphy Road	0.44							
Westmoreland (Catch Basin)								
Sub-totals	15.77	8.93	2.20	9.68	18.60	9.03	—	2.28
2nd District								
Clarkin Road					1.81			
Brookfield (Millboro)					4.02			
Mitchell Road					1.50			
McEwen Wharf Road					0.56			
Little Bungay Rd.					0.52			
*Rustico Streets	1.18	1.18		1.18		1.18		1.18
Oyster Bed Whf. Road	0.48	0.48		0.48		0.48		0.48
Mt. Tom Road	1.08	1.08		1.08		1.08		1.08
St. Catherines Rd.	1.28	1.28		1.28		1.28		1.28
Johnston Road	0.80	0.80		0.80		0.80		0.80
Stead Road	2.40	1.40		1.40		1.40		1.40
Millboro Road	0.96							
Toronto Road	2.00							
Sub-Totals	10.18	6.22	—	6.22	8.41	6.22	—	6.22

	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	to be Sealed
3rd District								
MacCarthell (Auburn)					2.32			
48 Road					1.68			
Dromore Road					2.75			
Rosebank Road					0.27			
Millcove Road					0.66			
Keppoch Intersection					0.70			
Line Road (Auburn)					0.25			
Robinson Road	0.42	0.42		0.42	0.42	0.42		
Heartz Road	0.24	0.24		0.24	0.24	0.24		
Lower Marshfield Road	0.30	0.30		0.30	0.30	0.30		
Kelly Mountain Road	0.72	0.72		0.72	0.72	0.72		
Jones Road	1.14	1.14		1.14	1.14	1.14		
Kilkenny Road	0.70	0.70		0.70	0.70	0.70		
Joeys Road	1.42	1.42		1.42	1.42	1.42		
Afton Road	0.50	0.50		0.50	0.50	0.50		
McBride Road	0.50	0.50		0.50	0.50	0.50		
Five Houses Rd.	0.30	0.30		0.30	0.30	0.30		
Crabbe Road	0.50	0.50		0.50	0.50	0.50		
Hambley Road	0.40	0.40		0.40	0.40	0.40		
Dumphy Road	0.76	0.76		0.76	0.76	0.76		
Watts Road	1.10	1.00		1.00		1.00		1.00
Shaw Road	0.62	0.62		0.62		0.62		0.62
DeRoche Road		0.50		0.50		0.50		0.50
*Doyle Road	0.40	0.40		0.40		0.40		0.40
Southport Intersection					1.00			
Portage	1.16							
Stanhope Lane	0.90							
Sub-Totals	12.08	10.42	—	10.42	17.53	10.42	—	2.52
4th District								
Glencoe Road					1.12			
Garfield Road					3.03			
Belle River Road					2.08			
McKenna Road					0.76			
Ponds Road					1.64			

	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Big Point Road					2.38			
County Line Road					0.17			
48 Road					2.50			
Hermitage Road	1.60	1.60		1.60	1.60	1.60		
Dundee Road	0.86	0.86		0.86	0.86	0.86		
Cooks Road	0.48	0.48		0.48	0.48	0.48		
Grey's Road	1.32	1.32		1.32		1.32		1.32
Fairville Road	1.52	1.52		1.52		1.52		1.52
Colville (Oceanview)	1.40	1.40		1.40		1.40		1.40
Bell River Shore Road	1.20	1.20		1.20		1.20		1.20
Roseberry Road	2.02	2.02	(Chip Seal)		2.02	2.02		
Belle River Road	1.18	1.18	(Chip Seal)		1.18	1.18		
Sub-Totals	11.58	11.58	—	8.38	19.82	11.58	—	5.44
5th District								
Southdale Avenue					0.50			
Fairmont Crescent					0.84			
Parkwood Cres.					0.53			
Glenafton Drive					0.25			
Meadowvale Drive					0.22			
Pioneer Avenue					0.24			
MacWilliams Rd.					0.30			
Exhibition Drive					0.40			
Belvedere Ave. Int				0.70	0.70			
Brackley Point Road S.S.					0.50			
**Sobeys Access Road	0.07		0.07	0.07		0.07		0.07
Sub-Totals	0.07	—	0.07	0.77	4.48	0.07	—	0.07
6th District								
Hurry Road					0.58			
Lewis Point Park	0.14	0.14		0.14	0.14	0.14		
Sub-Totals	0.14	0.14	—	0.14	0.72	0.14	—	—
TOTALS	49.82	37.29	2.27	35.61	69.56	37.46	—	16.53

* Single Lane Paving (Rustico 0.68 km)
** Asphalt Thickness 20.0 cm

DREE PAVING

This Resource Program continued in Queens County during the 1981 season with construction as follows:

Sub-grading	1.40 km
Gravel Base	1.40 km
Asphalt Base	1.40 km
Asphalt Seal	6.84 km

Reconstruction of the Hunter River project was completed this Season. Work in this area including placing seal along Route 2 and Route 13 (Hopedale Road) totalling to 0.49 km at 3.8 cm in depth. The intersection was widened to allow a more fluent traffic flow and landscaping of the entire construction area was completed.

Highway reconstruction between New Glasgow and Toombs Corner was also completed this year. Considerable grading was carried out before placing 20 cm of crushed gravel. Following this, two layers of hot recycled asphalt mix were placed at a thickness totalling 12.7 cm. A final layer covering the base consisted of 3.8 cm of seal coat. This was placed on both the 1.4 km reconstructed in 1981, and the 1.85 km reconstructed in 1980 for a total of 3.25 km.

Following the paving and shouldering operations, the entire area affected by construction process was mulched and seeded.

The Selkirk Road was completed during this construction season after placing 3.8 cm of seal coat over the entire 3.10 km of highway.

The following is a tabulation by districts:

2nd Queens	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Hunter River (Route 2)					0.25			
Hopedale Road					0.24			
New Glasgow to Toombs Corner	1.40	—	1.40	1.40	3.25		1.40	
Sub-Totals	1.40	—	1.40	1.40	3.74	—	1.40	—
4th Queens								
Selkirk Road					3.10			
Sub-Totals	—	—	—	—	3.10	—	—	—
TOTALS	1.40	—	1.40	1.40	6.84	—	1.40	—

KINGS COUNTY CONSTRUCTION REPORT 1981-1982

New pavement was placed on 27.25 km of previously unpaved roads.

A summary for Kings County highway construction is listed here:

Sub-grading Improvement	15.64 km
Soil-cement Stabilization	27.96 km
Asphalt Base	25.61 km
Asphalt Seal	34.66 km
New Pavement	27.26 km
Reconstruction	0.80 km
To Receive Asphalt Seal in 1982	12.01 km

On Provincial two-lane roads soil-cement stabilization is placed 15 cm thick by 6.7 metres wide. On one-lane roads it is placed 4.3 metres wide. Asphalt is placed 6.1 metres wide on two-lane roads and 3.7 metres wide on one-lane roads, with asphalt base 3.8 cm thick and asphalt seal 1.3 cm thick.

On raods where soil-cement is not used, asphalt base is placed 7.5 cm thick and apshalt seal 2.5 cm thick.

The following is a tabulation by districts.

1st District	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Fortune Shore Rd.					0.54			
Souris West Road					0.08			
*Longaphie Road		0.46		0.46	0.46	0.46		
LaPierre Road		0.84		0.84		0.84		0.84
Sub-Totals	—	1.30	—	1.30	1.08	1.30	—	0.84
2nd District								
Peakes Road					1.20			
MacAdam Road					1.30			
Settlement Road					2.10			
Millburn Road					1.30			
Windon Road		2.08		2.08	2.08	2.08		
Sheehan Road		1.92		1.92		1.92		1.92
Dunphy Road	1.54	1.54		1.54	1.54	1.54		
Ryan Road	0.22	0.22		0.22		0.22		0.22
Savage Harbour Road	0.30	0.30		0.30	0.30	0.30		
St. Peters Rd. (Pratts Hill)					0.42			
Sub-Totals	2.06	6.06	—	6.06	10.24	6.06	—	2.14

	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
3rd District								
Peakes Road					1.60			
Robertson Road					0.78			
Cahill Road					0.64			
*Valleyview Road					0.70			
Keith Road					1.90			
Ward Road					0.70			
Brothers Road					1.30			
Peakes Road	2.67	2.67		2.67	2.67	2.67		
Georgetown Royalty Road	0.66	0.66		0.66	0.66	0.66		
Victoria Cross Rd.		1.22		1.22	1.22	1.22		
Ross Road	0.85	0.85		0.85	0.85	0.85		
Cardross Road		0.61		0.61	0.61	0.61		
*McNichol road		0.08		0.08	0.08	0.08		
Upton Road		0.37		0.37		0.37		0.37
Mellish Road	1.18	1.18	(Chip Seal)		1.18	1.18		
Hazelgreen Road		1.54		1.54	1.54	1.54		
Perth Station Rd.	1.98	1.98		1.98		1.98		1.98
St. Teresas Road	1.30	1.30		1.30	1.20	0.50	0.80	1.30
Collins Road	1.12	1.12		1.12		1.12		1.12
Sub-Totals	9.76	13.58	—	12.40	17.63	12.78	0.80	4.77
4th District								
Gladstone Road					0.70			
Maple Street					0.09			
County Line Road					0.17			
Gurnsey Cove Rd.	1.81	1.81		1.81		1.81		1.81
Abney Road		0.51		0.51	0.51	0.51		
Whim Road	1.46	1.46		1.46		1.46		1.46
Murray Harbour Streets		0.19		0.19	0.19	0.19		
Sub-Totals	3.27	3.97	—	3.97	1.66	3.97	—	3.27
5th District								
Cape Spry Road					0.73			
Mill Road					0.26			
Grahams Pond Road					0.90			
*Burnt Point Rd.		0.13		0.13	0.13	0.13		
Boyver Road	0.55	0.55		0.55	0.55	0.55		

	Grade	Stabilise	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Church Road		0.89		0.89		0.89		0.89
Sailors Hope Rd.		1.27	(Chip	Seal)	1.27	1.27		
*Somers Road		0.21		0.21	0.21	0.21		
Grahams Pond South				0.10		0.10		0.10
Sub-Totals	0.55	3.05	—	1.88	4.05	3.15	—	0.99
TOTALS	15.64	27.96	—	25.61	34.66	27.26	0.80	12.01

* Single Lane Paving

DREE PAVING

Reconstruction on expanded collector roads included sub-grade work on 2.40 km.

A summary of Kings County DREE Construction is listed here:

Sub-grade Improvement on Expanded Collector Roads	2.40 km
Asphalt Recycling	4.98 km
Asphalt Base	3.58 km
Asphalt Seal	12.78 km
Reconstruction	2.40 km
New Pavement	—
To Receive Asphalt Seal in 1982	2.40 km
Seeding (7 Mile Road and Allies Mill Road)	8.60 km

On DREE roads asphalt base is placed 12.5 cm thick and asphalt seal 2.5 cm thick by 6.7 metres wide.

The following is a tabulation by districts:

1st District	Grade	Asphalt Recycling	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
East Point Road	2.40	2.40		2.40	6.00		2.40	2.40
Sub-Totals	2.40	2.40	—	2.40	6.00	—	2.40	2.40
4th District								
Commercial Road				1.18	6.78			
Sub-Totals	—	—	—	1.18	6.78	—	—	—
TOTALS	2.40	2.40	—	3.58	12.78	—	2.40	2.40

HIGHWAY RECONSTRUCTION REPORT 1981-1982

New pavement was placed on 8.02 km of Route 2 (Malpeque and Western Road) after the old asphalt was recycled or rehabilitated.

A summary of Route 2 reconstruction is listed here:

Gravel Base Course	4.50 km
Gravel for Fine Grading	4.21 km
Rehabiliated and Asphalt Base	6.67 km
Hot Recycled Asphalt	2.04 km
Asphalt Seal	1.48 km
To Receive Asphalt Seal in 1982	12.23 km

Local gravel was used for fine grading the sections that were rehabilitated and 12.7 cm of asphalt was placed on these sections.

The Miscouche to Allen Road pavement was overlayed with an average of 20 cm of imported crushed stone. This was then covered with 10 cm of asphalt base. Asphalt seal was placed at a depth of 3.81 cm.

NOTE: The sections marked with an asterisk were carried over from 1980 construction season.

The following is a tabulation by districts:

1st Queens	Grade	Gravel Base	Fine Grade Gravel	Hot Recycled Asphalt	Base	Seal	Recon.	To be Sealed
Route 2 Grahams Road to Mill Rd.			2.04	2.04			2.04	2.04
Sub-Totals	—	—	2.04	2.04	—	—	2.04	2.04
2nd Queens								
Route 2 Milton to Winsloe			1.48		1.48	1.48	1.48	
Sub-Totals	—	—	1.48	—	1.48	1.48	1.48	—
4th Queens								
*Route 1 Cherry Valley to Vernon Bridge								2.50
*Vernon Bridge towards Cherry Valley								2.50
Sub-Totals	—	—	—	—	—	—	—	5.00
TOTAL QUEENS	—	—	3.52	2.04	1.48	1.48	3.52	7.04

3rd Prince								
Route 2 Miscouche to Allen Road		4.50					4.50	4.50
Sub-Totals	–	4.50	–	–	4.50	–	4.50	4.50
4th Prince								
Route 1A Albany Interchange			0.69		0.69		0.69	0.69
Sub-Totals	–	–	0.69	–	0.69	–	0.69	0.69
TOTAL PRINCE	–	4.50	0.69	–	5.19	–	5.19	5.19
TOTALS	–	4.50	4.21	2.04	6.67	1.48	8.71	12.23

SUBDIVISION REPORT 1981-1982

New pavement was placed on 0.19 km of newly constructed sub-division road.

A summary for sub-division construction is listed here:

Gravel Base Course	0.19 km
Asphalt Base	0.19 km
Asphalt Seal	2.48 km
To Receive Gravel Base, Asphalt Base and Seal	1.31 km

On sub-division roads 20.0 cm of gravel base course was placed 10 metres wide. Asphalt was placed 6.1 metres wide with asphalt base 7.6 cm thick and asphalt seal 2.54 cm thick.

The sub-division roads to be gravel based, asphalt base and sealed are marked with an asterisk.

The following is a tabulation by districts:

2nd Queens	Grade	Stabilize	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
*John Sobey Cornwall								0.32
Sub-Totals	–	–	–	–	–	–	–	0.32
5th Queens								
*Joe Hambly Sherwood								0.19
*Stewart MacKay Sherwood								0.80
Sherwood Ind. Park Sherwood					0.18			
Sherwood Estates West Royalty	0.19		0.19	0.19	0.72	0.19		
Southview Estates West Royalty					0.50			
Sub-Totals	0.19	–	0.19	0.19	1.40	0.19	–	0.99
6th Queens								
Ellis & Birt West Royalty					1.08			
Sub-Totals	–	–	–	–	1.08	–	–	–
TOTALS	0.19	–	0.19	0.19	2.48	0.19	–	1.31

SOILS REPORT 1981-1982

Testing and quality control functions were carried out at our Charlottetown and Summerside Laboratory facilities during 1981. The Summerside facility was in operation from May until the end of the year.

ASPHALT

Asphaltic concrete was produced at eight plants located throughout the Province. Inspectors were maintained at each plant. The overall testing frequency was one sample for each two hundred and ninety-two tonnes of mix produced for federal, provincial and maintenance programs. Imported aggregate continued to be used, mainly on the base and seal courses of our primary road system.

A new drum mix plant was purchased by Matheson & MacMillan. Their batch plant, while operable, was not used once the new plant began producing early in the construction season. A small used continuous plant was purchased by Island Sand & Gravel and set up at Mt. Albion. Because of it's small capacity it's production was limited to supplying asphalt for the maintenance program. There are now nine producing asphalt plants on the Island, three drum mix plants, four batch plants, and two continuous mix plants.

The hot recycling program was continued this year. Two contracts were completed this year, a new contract between Summerfield and Springfield on Route 2 and the completion of the New Glasgow — Toombs Corner job started a year previously.

SOILS

The use of soil cement as a base course was continued on all provincial contracts.

Four hundred and fifty-eight samples were received at the Lab during the year. One hundred and one of the samples were granular base course and the remainder soil samples. Tests carried out on the samples included sieve analysis, organic impurities, moisture-density relations, Atterberg Limits, California Bearing Ratios, as well as, complete soil-cement designs. These designs were carried out on 33 samples and resulted in cement recommendations ranging from six to ten percent.

Soil investigations for the purpose of determining foundation conditions were carried out on one highway reconstruction job, that being the Waterfront By Pass Road in Summerside.

COMPACTION

A total of 7,000 compaction tests were carried out using nuclear moisture-density gauges. These tests included work carried out on highway construction as well as, on building foundations and floors.

CONCRETE

During the year compressive strength tests were carried out on one hundred and twenty-six concrete cylinders, fifteen mortar cube blocks, also three hundred and fifty-eight soil-cement road mix tests and three hundred and sixty-nine lab mix tests. Ninety-nine (S-C) cores were also tested. Quality control field work was carried out on the following jobs during the year.

1) Rustico Liquor Store
2) Stricklands Pond
3) Montague High School
4) Southport Underpass
5) Old Court House Bldg.

BENKLEMAN BEAN

The testing program to verify the adequacy of our new reconstruction was continued this year. In addition Spring Deflection Testing was carried our for weight restriction regulations.

PRESENT PERFORMANCE RATINGS

Curran & Briggs Ltd. were the winners of the Asphalt Paving Award. They were followed in order by The Island Construction Ltd., Matheson & MacMillan Ltd., Hayes Paving Co. Ltd., Chapman Bros. Construction Ltd., and Morrison & McRae Ltd.

TRAFFIC ENGINEERING REPORT 1981-1982

HIGHWAY MARKING

Highway marking paint was applied to approximately 2,370 km (1,480 miles) of road during the year. A total of 128,000 l (28,170 gallons) of paint was used for centre lines and 20,250 l (4,450 gallons) of white paint was used on shoulder and climbing lane lines. Night time reflectivity was provided through the addition of 100 t (110 tons) of glass beads. The paint was applied by Bernard Painters Ltd. of Summerside.

Two three-man Department crews applied an additional 1,800 l (400 gallons) of yellow and 4,600 l (1,010 gallons) of white paint. Most of this paint was used on lane lines, shoulders lines, islands, stop bars and turning arrows at intersections throughout the province. Approximately 500 intersections were painted.

Two three-man Department pre-marking crews were used to establish passing zones on vertical and horizontal curves. These crews did the pre-marking for our two intersection crews and the painting contractor. Additional safety was provided by the employment of two flag people with each crew. One checker was responsible for reporting daily on materials used and to see that schedules were followed by the contractor.

Thermoplastic markings consisting of 1,446 meters of yellow line, 667 meters of white line, 110 meters of stop bars and 63 arrows were placed at the Belvedere Ave., St. Peters Rd., Brackley Pt. Rd. intersection in Sherwood and at the TCH, Stratford Rd., Hopeton Rd. intersection in Southport.

HIGHWAY SIGNING

The sign shop screened 8,265 signs, produced 727 directional boards and 171 individual signs for a total of 9,163. Of these over 5,000 were erected by five field crews either as single signs or as assemblies. An additional 2,800 signs were reused. Over 4,000 new posts were required with many being reused. Curb markers for snow removal guidance were erected in 940 locations.

A new overhead sign was erected in Wilmot to replace one damaged in an accident. Another was ordered for Borden at the ferry exit with CN Marine providing the structure and this Department installing it.

Fiberglass hazard markers for bridge abutments were installed in an effort to reduce vandalism on this particular type of sign.

New Highway Traffic Act Sign Regulations were drafted in co-operation with the Highway Safety Division. This will standardize the legal meaning of the regulatory signs in the province.

HIGHWAY LIGHTING

Twenty new low pressure sodium lights were installed at twenty locations in the province using locally made pre-cast concrete bases. Flashing stop beacons were installed at four intersections in Stanley Bridge, Sherwood, Hunter River and Hartsville.

Two intersections were signalized this year: Southport (TCH and Stratford Road) and Sherwood (St. Peters, Brackley Pt. Road and Belvedere Avenue). The signals in Southport are traffic actuated with loop-detectors placed in the minor roads at the intersection. The Sherwood signals utilize an optically designed signal head visible only to vehicles in a certain lane to prevent confusion at the 5-leg intersection. The intersection of Military Road (CFB Summerside and Rte 2 in St. Eleanors) was upgraded from fixed time to traffic actuated control; this included a complete replacement of poles, wiring and signal heads. In West Royalty the intersection of North River and Trans Canada Highway was also upgraded with new poles, wiring and horizontal heads that replaced the existing vertical heads. A new controller allowing advance left turn movements off North River Road west towards Cornwall was part of this improvement.

Maintenance of the low pressure sodium lighting was carried out under a maintenance contract. Maintenance of traffic signals, barricades, bridge lighting, beacons and other lighting was carried out as required.

WORK ZONE SAFETY

Inspection of work zones was expanded to include signs as well as flag people during the construction season. Of the 475 inspections completed, signs were deficient on 77% of the sites and flag people required instructions on 68%. Flag people were given instruction booklets to improve their knowledge. After the season a new booklet "Traffic Control Procedures for Highway Work Zones" was prepared to provide better safety information to contractors and work crews on the highway. The flagman sign was included in the new Highway Traffic Act Sign Regulations being drafted to provide legal implications for drivers disobeying flag people. The variety of other road work signs was reduced to increase uniformity in work zones on the highway. Flashing arrow signs were ordered for intersection paint crews who must block a lane to place markings. Reflective vests and flashlights were also purchased for emergency nighttime traffic control.

WEIGHT REGULATIONS

Trucks entering and leaving the province were weighed at Borden and Wood Islands during the year. At Borden over 21,600 trucks were loaded outbound and over 27,000 were loaded inbound. The Wood Islands scale recorded approximately 11,500 trucks moving through that terminal. Another 3,100 trucks were weighed on portable scales on the highways from March until November. The increased enforcement resulted in fewer violations.

In order to allow local truckers with time to alter or equip their vehicles, increased tolerances were approved for the drive axles of single and tandem trucks and tractors. Amendments were also prepared for the Roads Act to improve the procedure for weight enforcement.

HIGHWAY PLANNING

In order to improve the Department's planning capability, a decision was made to put into place a comprehensive system for the evaluation of highway upgrading priorities. Early in the year a feasibility study was commissioned to determine the best means at putting the system into place. Work on developing background information for the system began in the summer when a complete inventory of the paved highway network was assembled and a pavement condition survey was carried out on the entire network. The first phase of computer program development and implementation was completed.

The method used by the Department to collect and analyze traffic volume data was revised in order to significantly increase the number of locations at which counting could be conducted during the year. In 1981-82 traffic counts were made at 70 locations instead of approximately 50 per year using the former method. Forty-four manual turning movement and vehicle classification counts were conducted during the summer of 1981, down from approximately 150 in previous years because of the improved coverage possible with the mechanical counting program. Truck activity surveys were continued at Borden and Wood Islands.

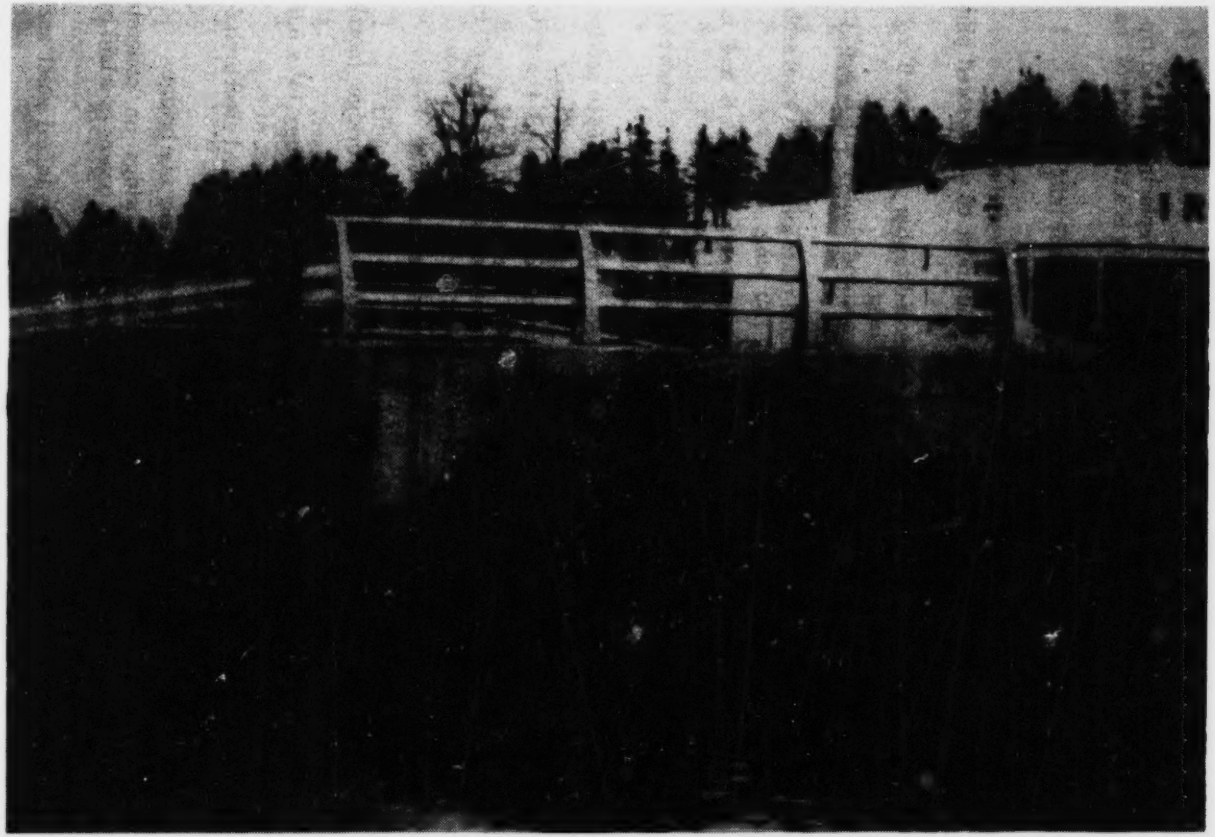
Accident records were collected and analyzed in an effort to locate sections of highway with poor safety records.

In order to improve the ability of the Department to respond to safety deficiencies in the highway network, development was started on a computerized system for handling accident records. Part of this new system will include introduction of a new accident report form which is being developed in conjunction with four other Provinces. It is expected that system development and testing will be completed during 1982 and full scale use of the new system will start in 1983.

New specifications for highway construction were prepared in co-operation with the Construction and Materials Divisions for use on future contracts.

Improvements were designed for intersections in West Royalty, Stanley Bridge, St. Theresa, Southport, Summerfield, St. Eleanors, New Dominion, Woodvale and for the Queen Elizabeth Hospital Intersection. Roadway design was also prepared for Harbour Drive in Summerside.

Access and subdivision applications at approximately 100 locations were examined for safety and interal design. Entrance and paving design were evaluated at approximately 50 other locations.



Hunter River Bridge — March 1981

BRIDGE REPORT 1981-1982

In addition to the maintenance work consisting of replacing fill and rip-rap, making structural repairs and painting, the following is a summary of the new work carried out during the year.

QUEENS COUNTY

District	Name and Location	
1	Anderson Bridge — Bayview	Repair to north abutment of a creosoted pile bridge.
1	Pickering Road — Clinton	Extended a creosoted timber pile bridge 9' x 7' in section by 24' long.
1	Burlington	Constructed a creosoted timber box 6' x 5' in section by 60' long.
1	Old Princetown Road	Constructed a multi-plate galvanized steel arch 8' in diameter by 130' long.
1	Trout River Road	Constructed a creosoted timber box 6' x 4' in section by 100' long.
1	Elliot River Road	Extended a creosoted timber bridge 5' each end.
1	Clyde	Repairs to a creosoted timber box.
1	Dixon Road	Extended a creosoted box 12' x 4.5' in section by 30' long.
1	Bonshaw Shore Road	Constructed a creosoted timber box 4' x 3' in section by 60' long.
2	New Glasgow — Toombs Corner	Constructed a creosoted timber box 14' x 5'' in section by 110' long.
2	Campbells Pond New Glasgow	Repairs to creosoted timber bridge
2	West River Bridge	Repairs to a creosoted pile bridge (north abutment).
3	Tarantum	Constructed a creosoted timber box 14' x 5.5' in section by 80' long.
3	Fairville	Extended a multiplate galvanized steel arch 6' in diameter by 50' long.
3	Covehead	Repairs to a creosoted timber pile bridge.
3	Bunbury-Southport Underpass	Constructed a concrete bridge on concrete abutments with steel girder beams overlaid by a reinforced concrete deck.
4	Hermitage	Extended a multiplate galvanized steel arch 10' in diameter by 20' long.

4	Melville	Extended a multiplate galvanized steel arch 14' in diameter by 34' long.

KINGS COUNTY

1	Red Point Road	Extended existing structure with a creosoted timber box 8' x 5' in section by 96' long.
1	Souris River road	Repairs to a creosoted timber box.
1	Naufrage	Repairs to south abutment of a creosoted timber pile trestle bridge.
2	Sheehan Road	Extended a creosoted pile bridge 30' x 4' in section by 24' long.
2	St. Patricks	Repairs to a creosoted timber pile bridge.
3	Brudenell	Repairs to a creosoted timber pile trestle bridge.
3	Dumphy	Extended a creosoted timber box 4' x 8' in section by 36' long.
3	Peakes Road	Extended a multiplate galvanized steel arch 6' in diameter by 60' long.
4	Greek River	Constructed a creosoted timber box 7' x 3.5' in section by 72' long.
4	Murray River Floating Bridge	Repairs to a creosoted timber pile bridge.
5	Seal River	Repairs to a creosoted timber pile bridge.
5	Panmure Island	Placed 2,000 cubic years of rip-rap along north side of causeway.

PRINCE COUNTY

1	Union Road	Constructed a multiplate galvanized steel arch 6' in diameter by 90' long.
1	Trout River	Repaired a creosoted timber box.
1	Cemetary Road	Constructed a creosoted timber box 5' x 9' in section by 80' long.
1	Center Line Road	Constructed a multiplate galvanized steel arch 10' in diameter by 72' long.
1	Foy Road	Constructed a multiplate galvanized steel arch 8' in diameter by 80' long.
2	McAllar Road	Extended existing structure with a creosoted timber box 10' x 6' in section by 30' long.
2	Locke Road	Constructed a creosoted timber box 9' x 4.5' in section by 50' long.

2	Poplar Grove	Extended a creosoted pile bridge 6' x 11' in section by 24' long.
3	Grand River	Repair existing creosoted timber pile trestle bridge.
4	Schurmans Point Rd.	Extended a creosoted timber pile bridge 6' x 11' in section by 24' long.
4	Red Bridge	Placed 1,000 tonnes of rip-rap and erected 1,050 linear feet of guardrail.
4	Aboiteau Bridge — Tryon	Repairs to a creosoted timber pile bridge.
4	North Tryon	Extended exisiting structure with a creosoted timber box 4' x 6' in section by 15' long.

DREE
(DEPARTMENT OF REGIONAL ECONOMICS EXPANSION) TENDERS

DREE 185 FREETOWN ROAD
Paving — Seal, 8.0 km
Tenders opened June, 22, 1981

Chapman Brothers	$152,750.00
Curran & Briggs	168,800.00
Morrison & McRae	171,650.00

Awarded to Chapman Brothers

PROVINCIAL PROJECTS
(Highway Strengthening)

MISCOUCHE to ALLEN ROAD — RTE. 2
Shouldering, 4.5 km
Tenders opened October 16, 1981

Curran & Briggs	$ 17,028.00

Awarded to Curran & Briggs

GRAHAMS ROAD to MILL ROAD
Pavement Recycling, 2.4 km
Tenders opened June 22, 1981

Stabilizers Ltd.	99,032.80
Island Coastal	100,869.50
Morrison & McRae	103,414.00
Tri-Mix Limited	123,428.49
Island Excavators	153,775.25

Awarded to Stabilizers Limited

GRAHAMS ROAD to MILL ROAD
Hot Recycling of Asphalt, 2.4 km
Tenders opened June 22, 1981

Chapman Brothers	249,959.56
Morrison & McRae	258,861.80

Awarded to Chapman Brothers

MILTON to WINSLOE
Asphalt Pavement, 1.6 km
Tenders opened June 22, 1981

Chapman Brothers	209,336.00
Island Construction	221,016.00

Awarded to Chapman Brothers

MILTON to WINSLOE

Rehabilitation, 1.6 km

Tenders opened June 22, 1981

Stabilizers Limited	65,274.30
Tri-Mix Limited	81,285.20
Island Excavators	82,262.00

Awarded to Stabliziers Limited

MISCOUCHE to ALLEN ROAD

Placing Granular and Paving, 4.42 km

Tenders opened June 22, 1981

Chapman Brothers	474,162.50
Curran & Briggs	513,257.50
Morrison & McRae	528,200.00

Awarded to Chapman Brothers

ALBANY INTERCHANGE

Highway Reconstruction, 0.69 km

Tenders opened June 22, 1981

Curran & Briggs	124,313.00

Awarded to Curran & Briggs

PROVINCIAL PROJECTS

CEMETARY ROAD
Paving, 2.0 km
Tenders opened June 5, 1981

Island Excavators	$32,001.00
Hayes Paving	39,970.00
Island Coastal	43,000.00
Curran & Briggs	45,452.50

Awarded to Island Excavators

LITTLE TIGNISH HARBOUR
Chip Seal, 1.0 km
Tenders opened June 5, 1981

Island Coastal	13,813.33
Island Excavators	36,880.25
Curran & Briggs	39,562.45

Not Awarded

PIUSVILLE ROAD
Paving, 2.0 km
Tenders opened June 5, 1981

Hayes Paving	39,620.00
Island Coastal	43,000.00
Curran & Briggs	44,315.00

Awarded to Hayes Paving

TROUT RIVER ROAD
Paving, 1.6 km
Tenders opened June 5, 1981

Hayes Paving	32,928.00
Curran & Briggs	33,702.00
Island Coastal	34,400.00

Awarded to Hayes Paving

GASPE-TRAINOR ROAD
Paving, 1.6 km
Tenders opened June 5, 1981

Hayes Paving	32,242.00
Island Coastal	34,806.00
Curran & Briggs	35,592.00

Awarded to Hayes Paving

DOCK ROAD

Paving, 0.5 km

Tenders opened June 5, 1981

Island Excavators	8,363.80
Hayes Paving	10,442.65
Island Coastal	10,981.30
Curran & Briggs	11,054.50

Awarded to Island Excavators

DeBLOIS ROAD

Paving, 1.0 km

Tenders opened June 5, 1981

Island Excavators	16,285.00
Hayes Paving	20,341.00
Island Coastal	21,088.70
Curran & Briggs	22,252.00

Awarded to Island Excavators

ST. ROCK ROAD E.

Paving, 1.6 km

Tenders opened June 5, 1981

Hayes Paving	31,570.00
Island Coastal	33,994.00
Curran & Briggs	36,222.00

Awarded to Hayes Paving

SWITCHY ROAD

Paving 0.5 km

Tenders opened June 5, 1981

Island Excavators	8,224.60
Hayes Paving	10,273.00
Island Coastal	10,559.35
Curran & Briggs	11,315.50

Awarded to Island Excavators

OLD PALMER ROAD

Paving, 0.7 km

Tenders opened June 5, 1981

Island Excavators	$11,699.00
Hayes Paving	14,613.00
Island Coastal	15,196.00
Curran & Briggs	15,847.00

Awarded to Island Excavators

FOY ROAD

Paving, 1.5 km

Tenders opened June 5, 1981

Hayes Paving	29,859.00
Island Coastal	32,138.00
Curran & Briggs	32,592.00

Not Awarded

THOMPSON ROAD

Paving, 0.7 km

Tenders opened June 5, 1981

Island Excavators	11,748.60
Hayes Paving	14,675.00
Island Coastal	15,196.00
Curran & Briggs	15,940.00

Awarded to Island Excavators

ASHLY/MURPHY ROAD

Paving, 0.25 km

Tenders opened June 5, 1981

Island Excavators	4,399.60
Hayes Paving	5,495.50
Island Coastal	5,527.50
Curran & Briggs	5,884.25

Awarded to Island Excavators

PIG BROOK

Paving, 0.6 km

Tenders opened June 5, 1981

Hayes Paving	12,507.00
Island Coastal	12,999.00
Curran & Briggs	13,637.50

Awarded to Hayes Paving

WATSON ROAD

Paving, 0.3 km

Tenders opened June 5, 1981

Island Excavators	5,294.20
Hayes Paving	6,613.00
Island Coastal	6,704.30
Curran & Briggs	6,937.00

Awarded to Island Excavators

HARBOUR ROAD

Paving, 0.4 km

Tenders opened June 5, 1981

Island Excavators	6,705.80
Hayes Paving	8,372.50
Island Coastal	8,701.50
Curran & Briggs	9,108.00

Awarded to Island Excavators

WARREN ROAD

Paving, 0.8 km

Tenders opened June 5, 1981

Island Excavators	$13,080.40
Hayes Paving	16,331.00
Curran & Briggs	17,334.00
Island Coastal	17,403.00

Not Awarded

MATTHEWS ROAD

Paving, 1.7 km

Tenders opened June 5, 1981

Island Excavators	26,942.80
Hayes Paving	33,652.50
Island Coastal	36,537.00
Curran & Briggs	37,801.00

Not Awarded

ST. ROCK ROAD

Paving, 0.25 km

Tenders opened June 5, 1981

Island Excavators	4,417.60
Island Coastal	5,462.25
Hayes Paving	5,518.00
Curran & Briggs	5,911.75

Awarded to Island Excavators

OLD TOM ROAD

Paving, 0.3 km

Tenders opened June 5, 1981

Island Excavators	5,210.50
Hayes Paving	6,507.70
Island Coastal	6,547.70
Curran & Briggs	6,964.00

Not Awarded

CHAISSON ROAD

Paving, 0.8 km

Tenders opened June 5, 1981

Island Excavators	13,299.60
Hayes Paving	16,612.00
Island Coastal	17,200.00
Curran & Briggs	18,321.00

Awarded to Island Excavators

McALLAR ROAD

Paving, 1.6 km

Tenders opened June 5, 1981

Hayes Paving	33,380.00
Curran & Briggs	34,682.00
Island Coastal	35,352.00

Not Awarded

TARRY BOYLAN ROAD

Paving, 1.0 km

Tenders opened June 5, 1981

Hayes Paving	20,364.10
Curran & Briggs	20,894.80
Island Coastal	21,593.30

Awarded to Hayes Paving

SOUTHWEST ROAD

Paving, 1.6 km

Tenders opened June 5, 1981

Curran & Briggs	28,382.00
Island Coastal	34,400.00
Hayes Paving	35,322.00

Not Awarded

GLENGARRY ROAD

Paving, 0.8 km

Tenders opened June 5, 1981

Hayes Paving	17,221.00
Curran & Briggs	17,446.00
Island Coastal	18,523.00

Awarded to Hayes Paving

HEBRON ROAD

Paving, 0.4 km

Tenders opened June 5, 1981

Hayes Paving	8,782.00

Island Coastal	8,873.00
Curran & Briggs	8,926.00

Awarded to Hayes Paving

McARTHUR ROAD
Paving, 2.0 km
Tenders opened June 5, 1981

Curran & Briggs	36,071.00
Island Coastal	42,772.00
Hayes Paving	44,065.20

Not Awarded

THOMPSON ROAD
Paving, 0.4 km
Tenders opened June 5, 1981

Island Coastal	8,600.00
Hayes Paving	8,610.50
Curran & Briggs	8,649.50

Awarded to Island Coastal

RICHARDS ROAD
Paving, 2.0 km
Tenders opened June 5, 1981

Curran & Briggs	36,352.50
Island Coastal	43,000.00
Hayes Paving	44,152.50

Awarded to Curran & Briggs

COUNTY LINE ROAD
Paving, 1.5 km
Tenders opened June 5, 1981

Morrison & McRae	30,645.00
Island Coastal	32,554.95
Curran & Briggs	32,635.00

Awarded to Morrison & McRae

TAYLOR ROAD
Paving, 0.9 km
Tenders opened June 5, 1981

Morrison & McRae	18,470.00
Curran & Briggs	19,790.50
Island Coastal	20,400.30

Awarded to Morrison & McRae

BARLOW ROAD

Paving, 0.8 km

Tenders opened June 5, 1981

Curran & Briggs	15,381.00
Island Coastal	18,089.00

Awarded to Curran & Briggs

FIDELE ROAD (WELLINGTON)

Paving, 0.5 km

Tenders opened June 5, 1981

Curran & Briggs	9,923.50
Island Coastal	11,237.95

Awarded to Curran & Briggs

SUNSET DRIVE

Paving, 0.4 km

Tenders opened June 5, 1981

Morrison & McRae	9,440.00
Curran & Briggs	10,300.00
Island Coastal	10,384.00

Awarded to Morrison & McRae

SCHURMANS POINT ROAD

Paving, 1.6 km

Tenders opened June 5, 1981

Curran & Briggs	31,322.00
Morrison & McRae	33,496.00
Island Coastal	35,758.00

Awarded to Curran & Briggs

WESTMORELAND ROAD

Paving, 1.0 km

Tenders opened June 5, 1981

Curran & Briggs	17,336.50
Morrison & McRae	20,320.00

Awarded to Curran & Briggs

CLERMONT ROAD

Paving, 0.7 km

Tenders opened June 5, 1981

Morrison & McRae	13,745.00
Curran & Briggs	14,956.75
Island Coastal	15,260.35

Awarded to Morrison & McRae

DRUMMOND ROAD

Chip Seal, 1.2 km

Tenders opened June 5, 1981

Island Coastal	15,611.18
Curran & Briggs	45,063.20
Island Excavators	48,282.00

Not Awarded

RACE TRACK ROAD

Paving, 0.4 km

Tenders opened June 5, 1981

Morrison & McRae	7,840.00
Curran & Briggs	8,530.50
Island Coastal	8,666.50

Awarded to Morrison & McRae

PAYNTER ROAD

Paving, 0.5 km

Tenders opened June 5, 1981

Curran & Briggs	9,684.25
Morrison & McRae	10,610.00
Island Coastal	11,107.45

Not Awarded

BANMAN ROAD

Paving, 0.2 km

Tenders opened June 5, 1981

Curran & Briggs	3,895.75
Island Coastal	4,434.00
Morrison & McRae	4,460.00

Awarded to Curran & Briggs

MT. TRYON ROAD

Paving, 1.7 km

Tenders opened June 5, 1981

Curran & Briggs	30,313.50
Morrison & McRae	34,970.00

Awarded to Curran & Briggs

ASHTON ROAD

Paving, 0.8 km

Tenders opened June 5, 1981

Curran & Briggs	11,101.00
Island Coastal	12,420.00
Hayes Paving	12,592.00

Awarded to Curran & Briggs

STEWART ROAD

Paving, 1.3 km

Tenders opened June 5, 1981

Island Excavators	21,280.20
Hayes Paving	26,574.20
Curran & Briggs	28,934.00
Island Coastal	29,072.80

Awarded to Island Excavators

LONGAPHIE ROAD

Paving, 0.5 km

Tenders opened June 5, 1981

Chapman Brothers	5,575.00
Matheson & MacMillan	5,773.00

Awarded to Chapman Brothers

WINDON ROAD

Paving, 2.1 km

Tenders opened June 5, 1981

Matheson & MacMillan	31,297.75
Chapman Brothers	34,132.50

Awarded to Matheson & MacMillan

SHEEHAN ROAD

Paving, 1.9 km

Tenders opened June 5, 1981

Matheson & MacMillan	28,794.50
Chapman Brothers	29,142.50

Awarded to Matheson & MacMillan

UPTON ROAD

Paving, 0.35 km

Tenders opened June 5, 1981

Matheson & MacMillan	5,742.00
Chapman Brothers	6,165.00

Awarded to Matheson & MacMillan

ROSS ROAD

Paving, 0.82 km

Tenders opened June 5, 1981

Matheson & MacMillan	11,975.00

Awarded to Matheson & MacMillan

VICTORIA CROSS ROAD

Paving, 1.16 km

Tenders opened June 5, 1981

Matheson & MacMillan	16,932.00

Awarded to Matheson & MacMillan

HAZEL GREEN ROAD
Paving, 1.50 km
Tenders opened June 5, 1981

Matheson & MacMillan	23,134.50
Chapman Brothers	24,660.00

Awarded to Matheson & MacMillan

ST. TERESA'S ROAD and INTERSECTION
Paving, 1.10 km
Tenders opened June 5, 1981

Matheson & MacMillan	16,624.00
Chapman Brothers	17,800.00

Awarded to Matheson & MacMillan

PEAKES ROAD
Paving, 2.50 km
Tenders opened June 5, 1981

Matheson & MacMillan	38,650.50
Chapman Brothers	40,537.50

Awarded to Matheson & MacMillan

CARDROSS ROAD
Paving, 0.60 km
Tenders opened June 5, 1981

Matheson & MacMillan	9,374.00
Chapman Brothers	10,345.00

Awarded to Matheson & MacMillan

COLLINS ROAD
Paving, 1.10 km
Tenders opened June 5, 1981

Matheson & MacMillan	16,549.00
Chapman Brothers	18,385.00

Awarded to Matheson & MacMillan

GEORGETOWN ROYALTY ROAD
Paving, 0.64 km
Tenders opened June 5, 1981

Matheson & MacMillan	10,150.50

Awarded to Matheson & MacMillan

PERTH STATION ROAD
Paving, 1.9 km
Tenders opened June 5, 1981

Matheson & MacMillan	27,637.00
Chapman Brothers	30,795.00

Awarded to Matheson & MacMillan

MELLISH ROAD

Chip Seal, 2.10 km

Tenders opened June 5, 1981

Island Coastal	26,191.59
Stabilizers Ltd.	74,631.95
Curran & Briggs	83,080.85
Island Excavators	91,529.75

Not Awarded

GUERNSEY COVE ROAD

Paving, 1.80 km

Tenders opened June 5, 1981

Matheson & MacMillan	28,496.00

Awarded to Matheson & MacMillan

ABNEY ROAD

Paving, 0.48 km

Tenders opened June 5, 1981

Matheson & MacMillan	8,855.00

Awarded to Matheson & MacMillan

MURRAY HARBOUR STREETS

Paving, 0.20 km

Tenders opened June 5, 1981

Matheson & MacMillan	5,086.00

Awarded to Matheson & MacMillan

WHIM ROAD

Paving, 1.5 km

Tenders opened June 5, 1981

Matheson & MacMillan	21,889.00

Awarded to Matheson & MacMillan

BOYVER ROAD

Paving, 0.5 km

Tenders opened June 5, 1981

Matheson & MacMillan	8,162.00

Awarded to Matheson & MacMillan

BURNT POINT ROAD

Paving, 0.2 km

Tenders opened June 5, 1981

Matheson & MacMillan	2,475.00

Awarded to Matheson & MacMillan

CHURCH ROAD

Paving, 0.8 km

Tenders opened June 5, 1981

Matheson & MacMillan	13,060.50

Awarded to Matheson & MacMillan

SOMERS ROAD

Paving, 0.2 km

Tenders opened June 5, 1981

Matheson & MacMillan	2,585.00
Chapman Brothers	3,065.00

Awarded to Matheson & MacMillan

SAILORS HOPE

Chip Seal, 1.2 km

Tenders opened June 5, 1981

Island Coastal	14,966.49
Curran & Briggs	47,477.30
Island Excavators	52,305.50

Not Awarded

McNICHOL ROAD

Paving, 0.07 km

Tenders opened June 5, 1981

Matheson & MacMillan	972.20

Awarded to Matheson & MacMillan

SEAVIEW (YANKEETOWN)

Paving, 0.64 km

Tenders opened June 5, 1981

Morrison & McRae	12,515.20
Curran & Briggs	14,095.04

Awarded to Morrison & McRae

PICKERING ROAD

Paving, 0.68 km

Tenders opened June 5, 1981

Morrison & McRae	13,297.40
Island Coastal	14,012.25
Curran & Briggs	14,291.73

Awarded to Morrison & McRae

COUNTY LINE

Paving, 1.91 km

Tenders opened June 5, 1981

Curran & Briggs	33,304.21
Morrison & McRae	37,952.90

Awarded to Curran & Briggs

VICTORIA SHORE ROAD

Paving, 1.2 km

Tenders opened June 5, 1981

Curran & Briggs	19,633.20
Morrison & McRae	24,516.00

Awarded to Curran & Briggs

TODD ROAD

Paving, 0.7 km

Tenders opened June 5, 1981

Curran & Briggs	12,547.30
Morrison & McRae	14,037.10

Awarded to Curran & Briggs

BONSHAW SHORE ROAD

Paving, 1.9 km

Tenders opened June 5, 1981

Curran & Briggs	35,541.90
Morrison & McRae	38,652.00
Island Coastal	42,695.35

Awarded to Curran & Briggs

KILKENNY ROAD

Paving, 0.7 km

Tenders opened June 5, 1981

Island Construction	13,650.70
Island Coastal	14,907.30

Awarded to Island Construction

ELLIOT RIVER

Paving, 2.0 km

Tenders opened June 5, 1981

Curran & Briggs	36,347.00
Morrison & McRae	37,360.00
Island Coastal	44,100.00

Not Awarded

NORTH ROAD

Paving, 0.34 km

Tenders opened June 5, 1981

Morrison & McRae	6,957.20
Island Coastal	7,160.08
Curran & Briggs	7,350.94

Awarded to Morrison & McRae

PRINCETOWN ROAD

Paving, 1.0 km

Tenders opened June 5, 1981

Morrison & McRae	19,117.50
Curran & Briggs	20,536.00
Island Coastal	20,860.00

Awarded to Morrison & McRae

SOUTH MELVILLE

Paving, 0.6 km

Tenders opened June 5, 1981

Curran & Briggs	10,904.10
Morrison & McRae	11,760.00

Awarded to Curran & Briggs

ST. MARY'S ROAD

Paving, 1.2 km

Tenders opened June 5, 1981

Morrison & McRae	23,466.00
Curran & Briggs	25,955.70
Island Coastal	26,050.50

Awarded to Morrison & McRae

HOWATT ROAD (FRENCH RIVER)

Paving, 1.2 km

Tenders opened June 5, 1981

Morrison & McRae	23,466.00
Island Coastal	25,231.50
Curran & Briggs	25,788.20

Not Awarded

ST. CATHERINE'S

Paving, 1.3 km

Tenders opened June 5, 1981

Island Construction	26,514.80
Morrison & McRae	26,570.00
Curran & Briggs	26,992.40
Island Coastal	29,006.76

Awarded to Island Construction

TORONTO ROAD

Paving, 2.0 km

Tenders opened June 5, 1981

Morrison & McRae	39,110.00
Island Coastal	43,417.50
Curran & Briggs	43,697.00

Not Awarded

MILLBORO ROAD

Paving, 0.96 km

Tenders opened June 5, 1981

Morrison & McRae	18,663.00
Island Coastal	20,319.00
Curran & Briggs	20,651.10

Not Awarded

STEAD ROAD

Paving, 2.5 km

Tenders opened June 5, 1981

Morrison & McRae	48,898.00
Island Coastal	53,648.90
Curran & Briggs	54,633.10

Awarded to Morrison & McRae

OYSTER BED BRIDGE WHARF ROAD

Paving, 0.5 km

Tenders opened June 5, 1981

Island Construction	10,279.10
Morrison & McRae	10,467.00
Island Coastal	10,738.90
Curran & Briggs	10,760.90

Awarded to Island Construction

QUINN ROAD

Paving, 1.2 km

Tenders opened June 5, 1981

Morrison & McRae	23,466.00
Curran & Briggs	25,010.70
Island Coastal	25,746.00

Not Awarded

MT. TOM ROAD

Paving, 1.8 km

Tenders opened June 5, 1981

Morrison & McRae	34,411.50
Curran & Briggs	38,382.30
Island Coastal	39,690.00

Awarded to Morrison & McRae

JOHNSTON ROAD

Paving, 0.8 km

Tenders opened June 5, 1981

Curran & Briggs	16,358.80
Island Coastal	17,024.00

Awarded to Curran & Briggs

JOEY'S ROAD

Paving, 1.5 km

Tenders opened June 5, 1981

Matheson & MacMillan	21,693.00
Chapman Brothers	23,279.50

Awarded to Matheson & MacMillan

HEARTZ ROAD

Paving, 0.24 km

Tenders opened June 5, 1981

Island Construction	4,923.24
Island Coastal	5,189.10

Awarded to Island Construction

FIVE HOUSES

Paving, 0.3 km

Tenders opened June 5, 1981

Matheson & MacMillan	5,302.10

Awarded to Matheson & MacMillan

COVEHEAD WEST

Paving, 2.4 km

Tenders opened June 5, 1981

Island Construction	49,921.60
Island Coastal	54,953.74

Not Awarded

CRABBE ROAD

Paving, 0.5 km

Tenders opened June 5, 1981

Island Construction	9,928.70
Island Coastal	10,353.46

Awarded to Island Construction

HAMBLY ROAD

Paving, 0.4 km

Tenders opened June 5, 1981

Island Construction	8,039.40
Island Coastal	8,582.00

Awarded to Island Construction

WATTS ROAD

Paving, 1.0 km

Tenders opened June 5, 1981

Island Construction	19,923.50
Island Coastal	22,303.75

Awarded to Island Construction

AFTON ROAD

Paving, 0.5 km

Tenders opened June 5, 1981

Island Construction	10,498.10

Awarded to Island Construction

LOWER MARSHFIELD ROAD

Paving, 0.3 km

Tenders opened June 5, 1981

Island Construction	6,175.30
Island Coastal	6,447.90

Awarded to Island Construction

ROBINSON ROAD

Paving, 0.42 km

Tenders opened June 5, 1981

Matheson & MacMillan	6,839.84

Awarded to Matheson & MacMillan

JONES ROAD

Paving, 1.2 km

Tenders opened June 5, 1981

Matheson & MacMillan	18,680.40
Island Coastal	27,079.50

Awarded to Matheson & MacMillan

DUNDEE ROAD

Paving, 0.86 km

Tenders opened June 5, 1981

Matheson & MacMillan	12,456.62
Chapman Brothers	13,472.50

Awarded to Matheson & MacMillan

KELLY MOUNTAIN ROAD

Paving, 0.72 km

Tenders opened June 5, 1981

Matheson & MacMillan	11,127.24
Chapman Brothers	11,614.50

Awarded to Matheson & MacMillan

DUNPHY ROAD

Paving, 2.5 km

Tenders opened June 5, 1981

Matheson & MacMillan	36,456.50
Chapman Brothers	39,102.00

Awarded to Matheson & MacMillan

McBRIDE ROAD
Paving, 0.3 km
Tenders opened June 5, 1981

Island Construction	10,498.10

Awarded to Island Construction

SAVAGE HARBOUR SHORE ROAD
Paving, 0.3 km
Tenders opened June 5, 1981

Island Construction	6,421.30

Awarded to Island Construction

BELLE RIVER SHORE ROAD
Paving, 1.2 km
Tenders opened June 5, 1981

Matheson & MacMillan	11,360.40

Awarded to Matheson & MacMillan

GARFIELD ROAD
Paving, 2.0 km
Tenders opened June 5, 1981

Matheson & MacMillan	28,916.50

Not Awarded

COLVILLE ROAD (OCEAN VIEW)
Paving, 1.5 km
Tenders opened June 5, 1981

Matheson & MacMillan	21,051.50

Awarded to Matheson & MacMillan

HERMITAGE ROAD
Paving, 1.64 km
Tenders opened June 5, 1981

Matheson & MacMillan	23,803.78
Chapman Brothers	25,461.00

Awarded to Matheson & MacMillan

UPPER BELLE RIVER
Chip seal, 1.2 km
Tenders opened June 5, 1981

Island Coastal	14,967.42
Stabilizers Ltd.	44,258.50
Curran & Briggs	47,477.30
Island Excavators	52,305.50

Not Awarded

COOKS ROAD

Paving, 0.48 km

Tenders opened June 5, 1981

Matheson & MacMillan	7,359.96

Awarded to Matheson & MacMillan

48 ROAD

Paving, 3.0 km

Tenders opened June 5, 1981

Matheson & MacMillan	43,023.00
Chapman Brothers	46,743.75

Not Awarded

GREY'S ROAD

Paving, 1.4 km

Tenders opened June 5, 1981

Matheson & MacMillan	20,105.05

Awarded to Matheson & MacMillan

FAIRVILLE ROAD

Paving, 1.6 km

Tenders opened June 5, 1981

Matheson & MacMillan	23,237.20
Chapman Brothers	25,020.00

Awarded to Matheson & MacMillan

ROSEBERRY ROAD

Paving, 2.1 km

Tenders opened June 5, 1981

Island Coastal	26,191.59
Stabilizers Ltd.	74,631.95
Curran & Briggs	83,080.85
Island Excavators	91,529.75

Not Awarded

TROUT RIVER ROAD

Grading, 1.6 km

Tenders opened June 22, 1981

Hayes Paving	63,268.00
Curran & Briggs	68,861.00
Island Coastal	73,280.00
Alyre J. Arsenault	76,983.00
Ramsay Washed Gravel Ltd.	79,667.00

Awarded to Hayes Paving

SUDSBURY ROAD

Grading, 1.4 km

Tenders opened June 22, 1981

Island Coastal	90,045.00
Curran & Briggs	101,450.00

Awarded to Island Coastal

SCHURMANS POINT ROAD

Grading, 2.0 km

Tenders opened June 22, 1981

Island Coastal	88,485.00
Curran & Briggs	92,076.00

Awarded to Island Coastal

JONES ROAD

Grading, 1.14 km

Tenders opened June 22, 1981

Dennis Construction Ltd.	53,465.00
Kings County	54,029.50
Island Coastal	58,580.00
Island Excavators	73,310.00

Awarded to Dennis Construction Ltd.

PIUSVILLE

Grading, 2.0 km

Tenders opened June 22, 1981

Northern Enterprises	70,220.00
Hayes Paving	70,415.00
Ramsay Washed Gravel Ltd.	92,350.00
Alyre Arsenault	95,521.50
Island Coastal	103,800.00

Awarded to Northern Enterprises

SOUTHWEST ROAD

Grading, 1.6 km

Tenders opened June 22, 1981

Hayes Paving	70,387.00
Curran & Briggs	81,223.00
Island Coastal	81,800.00
Ramsay Washed Gravel	85,309.00
Alyre J. Arsenault	100,098.00

Not Awarded

ELLIOT RIVER

Grading, 2.0 km

Tenders opened June 22, 1981

Island Coastal	91,950.00
Island Excavators	95,621.00
Curran & Briggs	110,365.00

Awarded to Island Coastal

COUNTY LINE

Grading, 1.91 km

Tenders opened June 22, 1981

Island Excavators	67,735.90
Maritime Construction	68,557.50
Island Coastal	69,910.00
Curran & Briggs	77,490.00

Awarded to Island Excavators

ROSEBERRY

Grading, 2.1 km

Tenders opened June 22, 1981

Clayton Singleton	46,045.00
Kings County	46,800.00
Island Coastal	53,275.00
Island Excavators	54,455.00
Bayview Construction	55,625.00
Dennis Construction	61,405.00

Awarded to Clayton Singleton

TORONTO ROAD

Grading, 2.0 km

Tenders opened June 22, 1981

Island Coastal	100,825.00
Island Excavators	106,264.00
Maritime Construction	107,910.00

Awarded to Island Coastal

ST. CATHERINES

Grading, 1.3 km

Tenders opened June 22, 1981

Dennis Construction	58,965.00
Island Coastal	68,715.00
Island Excavators	70,865.00
Maritime Construction	71,653.00
Curran & Briggs	82,008.00

Awarded to Dennis Construction

BONSHAW SHORE ROAD

Grading, 0.9 km

Tenders opened June 22, 1981

Dennis Construction	76,820.00
Island Coastal	84,462.50
Maritime Construction	86,301.00
Island Excavators	87,351.50
Curran & Briggs	104,412.50

Awarded to Dennis Construction

SAILORS HOPE

Chip Seal, 1.2 km

Tenders opened August 10, 1981

Island Coastal	29,934.84
Morrison & McRae	35,406.80
Stabilizers Limited	38,625.60
Curran & Briggs	36,694.32

Awarded to Island Coastal

MELLISH ROAD

Chip Seal, 1.2 km

Tenders opened August 10, 1981

Island Coastal	29,934.84
Morrison & McRae	34,923.98
Curran & Briggs	36,694.32
Stabilizers Limited	37,820.90

Awarded to Island Coastal

ROSEBERRY ROAD

Chip Seal, 2.1 km

Tenders opened August 10, 1981

Island Coastal	52,383.18
Morrison & McRae	60,832.08
Curran & Briggs	64,211.64
Stabilizers Limited	66,183.05

Awarded to Island Coastal

LITTLE TIGNISH HARBOUR

Chip Seal, 1.0 km

Tenders opened August 10, 1981

Island Coastal	27,626.66
Hayes Paving	27,894.88
Morrison & McRae	28,967.76
Curran & Briggs	30,577.08

Awarded to Island Coastal

UPPER BELLE RIVER

Chip Seal, 1.2 km

Tenders opened August 10, 1981

Island Coastal	29,934.84
Morrison & McRae	34,763.04
Curran & Briggs	36,694.32
Stabilizers Limited	37,820.90

Awarded to Island Coastal

TROUT RIVER ROAD

Subgrade, 2.2 km

Tenders opened September 1, 1981

Island Excavators	107,308.00
Dennis Construction	109,190.00
Morrison & McRae	118,340.00
Bayview Construction	119,980.00
Curran & Briggs	121,500.00
Island Coastal	123,980.00

Awarded to Island Excavators

FAIRVILLE and RYAN ROAD

Grade, 1.8 km

Tenders opened September 9, 1981

Bayview Construction	49,350.00
Island Coastal	49,750.00
Kings County	50,545.00
Dennis Construction	54,790.00
Curran & Briggs	61,694.00
Maritime Construction	61,727.50

Awarded to Bayview Construction

MT. TOM ROAD

Grading, 1.35 km

Tenders opened September 14, 1981

Maritime Construction	42,100.00
Curran & Briggs	48,610.00
Dennis Construction	50,857.50
Morrison & McRae	53,515.00
Island Coastal	54,280.00
Island Excavators	57,636.25
Bayview Construction	59,365.00

Awarded to Maritime Construction

PANMURE ISLAND CAUSEWAY

Placing Rip-Rap

Tenders opened October 23, 1981

Overland Construction	21,490.00
Bill Dixon	34,700.00
Tom Carver	37,340.00

Awarded to Overland Construction

RED BRIDGE, WILMOT

Placing Rip-Rap

Tenders opened June 22, 1981

Curran & Briggs	7,870.00
Island Coastal	7,900.00
Morrison & McRae	9,700.00
Dennis Construction	9,800.00
Bryan Gamester	10,000.00
Maritime Construction	12,000.00

Awarded to Curran & Briggs

BUNBURY – SOUTHPORT PEDESTRIAN UNDERPASS

Construction of Pedestrian Underpass

Tenders opened August 17, 1981

Curran & Briggs	136,508.16
Highfield Construction	137,845.32
Bayview Construction	163,657.37
Square K Construction	176,827.74
Birt & McKay	213,828.91

Awarded to Curran & Briggs

Salt Storage — Bridgetown

HIGHWAY MAINTENANCE DIVISION

PAVEMENT MAINTENANCE REPORT 1981-1982

Asphalt quantities used this year in the department's maintenance budget were down by 39% compared to the 1980-81 totals. Salt quantities because of the extraordinary winter that we experienced were up by approximately 60%. The January, February totals this year were higher than the whole total for the 1980-81 season. Sand quantities were also up slightly. Extra sand for our piles in Queens and Kings County became very low in February and had to be restocked.

Again a cold planer was used to cut our severe horizontal and transverse cracks on the Trans Canada between the Queens Arms and Cornwall.

An additional activity which will no doubt become an annual activity was started up this year. A contractor was hired to crackfill approximately 100,000 linear feet of cracks on our main arteries. Next year the department anticipates purchasing its own equipment and developing a program for this activity.

SUMMER MAINTENANCE

HOT MIX ASPHALT

Hot mix asphalt for patching crews was available from the last week in May to the first week in November. A total of 48,362 tonnes were used comprising of 40,254 tonnes of asphalt seal and 8,108 tonnes of asphalt base. Of this total, patching crews spread approximately 20,993 tonnes by hand and 18,724 tonnes by grader to repair pot holes and severely distressed sections of our highway system.

Another 960 tonnes of base was used on the T.C.H. between the Queens Arms and Cornwall to patch both transverse and longitudinal cracks that were cut out with a cold planer. Another 2,177 tonnes were used on sections that were damaged beyond repair. These sections which varied from 0.1 km to 0.40 km were pulverized in place, regraded and then repaved. Total length repaired in this fashion was 1.35 km including 1.15 km in Kings County and 0.20 km in Queens County.

Finally, another 5,508 tonnes were used to resurface 8.23 km of highway that showed signs of distortion, wheel rutting or alligator cracking. In Prince County 6.23 km were recapped, in Queens County 1.0 km was recapped and in Kings County 1.0 km was recapped.

The following is the tonnage of asphalt acquired from each firm for maintenance this year:

Hayes Paving	5,598.57 tonnes
Curran & Briggs (Ellerslie)	4,865.77 tonnes
Curran & Briggs (Lady Fane)	6,259.57 tonnes

Morrison & McRae	1,439.89 tonnes
Island Construction	14,740.82 tonnes
Island Sand & Gravel	943.57 tonnes
Matheson & MacMillan	8,340.23 tonnes
Chapmans	6,174.04 tonnes
TOTAL	48,362.46 tonnes

CRACK FILLING

This year the departemnt commenced a crack filling program which will help prolong the life of our pavement network. A contractor was hired to crack fill 100,000 linear feet. The work was carried out on our main arteries. The following work was carried out:

Route 2 West (Brookfield to Springfield)	13,664 lin. ft.
Route 2 East (Scothford)	46,165 lin. ft.
T.C.H. (Vernon to Orwell)	40,531 lin. ft.

SHOULDER MATERIAL

The following amounts of sandstone were used to repair shoulders on our main arteries:

Western Road	4,862 m^3
T.C.H. (Desable Area)	1,358 m^3
Route 2 (Bradalbane Area)	1,390 m^3
Route 2 (Mt. Stewart to Morell)	6,576 m^3

The shoulder material used between Mt. Stewart and Morell was placed by means of a shouldering machine. This method eliminates waste of material and will in the future be more commonplace.

DUST CONTROL

The following amounts of calcuim chloride were used to this end:

Queens County	100 tonnes
Prince County	50 tonnes
Kings County	50 tonnes

No bunker A oil was used this year for dust control purposes.

WINTER MAINTENANCE

Winter activities for this branch of the department includes salting and sanding operations; temporary repairs to paved roads — 1,765 tonnes of cold mix asphalt was used along with a number of tonnes of recycled hot mix asphalt produced from our three asphalt recylers; repairing of shoulder washouts; the maintaining and cleaning of culverts, catch basins and ditches to accommodate run-offs caused by freshlets; and snow removal or clearing from 14 government buildings in the Charlottetown area.

Ice control on the Trans Canada Highway and on the main Collector Roads was maintained by the direct application of salt. Approximately 590 kilometers were maintained this way. The number of trucks and the tonnage of salt dispatched from each center was as follows:

Charlottetown	9,632	7 trucks
Summerside	2,335	4 trucks
Montague	1,130	1 truck
Bridgetown	3,405	3 trucks
O'Leary	590	2 trucks
Borden	1,150	2 trucks

Total tonnage of salt acquired for the year 1981-82 was 29,450 tonnes. This was approximately 60% higher than the quantity used in 1980-81. However the winter of 1981-82 was no ordinary winter for snow and ice control. January in particular was a hard month on salt and sand, so much so that extra sand had to be put up both in Queens and in Kings County. Combined number of outings for all routes in Queens County for salt runs was 380 trips for January and February of 1982 compared to 213 for January and February of 1981. The City of Charlottetown purchased 1,300 tonnes of salt from the department.

Ice control on our secondary paved and unpaved roads was maintained by the use of sanding trucks. To this end 14 trucks with automatic spreaders; 50 trucks with labourers and 4 tow behind spreaders were used.

In Prince County 13 piles of sand were put up for sanding purposes. Approximately 20,200 tonnes of sand were stockpiled and spread. Salt used for mixing with sand amounted to 2,000 tonnes. This year 9,346 tonnes of sand was imported and mixed with 10,856 tonnes of local sand. The imported sand, 1/4 inch minus material, was combined with our fine sized local sand to maintain some ice control on these roads when we experienced windy conditions or when conditions would be such that traffic movement would cause our light weight local material to blow off the road surface.

In Queens County 13 piles of sand were put up for sanding. Approximately 16,200 tonnes were stockpiled and spread. Salt used for mixing with sand amounted to 2,170 tonnes. This year 6,290 tonnes of sand was imported and mixed with 9,880 tonnes of local sand. Most of the local sand acquired this year came from the Tracadie area.

As indicated above, more sand had to be acquired in February as quantities became very low. To this end 4,500 extra tonnes were acquired.

In Kings County, 11 piles of sand were put up. Approximately 19,800 tonnes were put up. Salt used for mixing with sand amounted to 2,600 tonnes This year 8,390 tonnes of sand was imported from Folly Lake and mixed with 11,480 tonnes of sand from the Caledonia area. More sand had to be acquired in this County also in February. To this end 6,090 extra tonnes of sand were required.

RESURFACING — CAPITAL ACCOUNTS

The following roads were resurfaced under Highway Reconstruction —

NAME	LENGTH (km)	ASPHALT MIX
St. Charles	1.0	421.65 tonnes
48 Road	1.0	414.95 tonnes
Morell Rear	1.5	723.96 tonnes
Sturgeon	1.1	392.22 tonnes
Abney	1.2	482.06 tonnes
Rte #13 (Kellys Cross)	2.40	669.94 tonnes
T.C.H. (Mt. Albion)	2.00	1,050.00 tonnes
Pownal	1.80	681.33 tonnes
Ft. Augustus Rd.	2.30	1,079.22 tonnes
Water St. East (S'Side)	1.20	1,046.92 tonnes
Grain Elevator Rd. (Kensington)	1.50	825.46 tonnes
Pope Road	0.35	190.79 tonnes
Malpeque Rd. (Route 20)	1.00	544.25 tonnes
Route 12 (Miscouche)	0.80	337.40 tonnes
Route 12 (Lot 16)	0.25	101.58 tonnes
TOTAL	19.40 km	8,961.73 tonnes

MAINTENANCE REPORT PRINCE COUNTY 1981-1982

During the past year, our district motor graders, when not scraping roads, were used extensively, reshaping ditches, scraping back slopes and maintaining the road surface. To aid in this operation loaders, trucks, government or private were used to haul away unusable material. Sandstone and/or gravel was then used as a surface material along with new culverts being placed as needed. The accompanying table gives the location and extent of work done in Prince County for the past year.

Maintenance of paved roads consisted of using government gradalls, privately owned backhoes and Hymac's equipped with ditching buckets to improve drainage and appearance on these roads, also government equipment and private contractors were used to supply and place 3100 m^3 of shoulder material and repair 19.20 km (12 miles) on the Western Road from Northam to Alma and 4.80 km (3 miles) on the O'Leary Road from O'Leary to Western Road, and 6.40 km (4 miles) on Greenmount Road for shoulder maintenance in Prince County this year.

Special patching crews repaired 205 driveways and replaced 38 driveways and used a total of 466.06 tonne of asphalt.

We used 12,074 m^3 (15,800 cubic yards) of sandstone and 5,406 m^3 (7,070 cubic yards) of gravel, 1,750 m^3 (2,290 cubic yards) of borrow, fill taken off snow traps 3,792 m^3 (4,960 cubic yards). We used 417 m^3 (545 cubic yards) of rock and 907 m^3 (1,187 cubic yards) of topsoil this year.

Maintenance crews, each with a heavy truck and backhoe were employed repairing washouts, replacing and resetting 4,010 metres (13,194 feet) of drainage pipes and carrying out many other miscellaneous maintenance tasks. The repairing and place of posts and railings on bridges, curves and high fill was carried out by utility crews throughout the County.

The hydro-cutter was used throughout the County, to cut bushes from the right-of-way of both primary and secondary roads to improve the appearance, drainage and snow removal.

Winter maintenance consisted of sanding 1,312 km of roads. This was carried out by 8 sand trucks, each with two labourers and 6 automatic sand spreaders. These crews were also used for general maintenance tasks, e.g. draining water, shoulder washouts, etc., throughout the winter months.

During the past year the work was carried out under the supvision of the following District Supervisors —

Prince I	Brenton Phillips
Prince II	Frank MacKinnon
Prince III	Ralph MacLellan
Prince IV	Alastair MacLeod

PRINCE COUNTY MAINTENANCE

1981

1st District

	DITCHING Paved Roads	Unpaved Roads	Shoulders	Tap Drains	Grader	Surfaced
Norway Road	.32	1.0		.10		+
Greenmount Rd.	.50					
Thompson Road	.12					1.60
Skinner Pond Rd.	.36					
Palmer Road	.35			.42		
Campbellton Cor.	1.05			.51		
Waterford				.41		
O'Leary				.27		
Wells Road					.20	
Broderick Road		2.30				
Brooklyn Road		.40				
#2 Highway	/.40					
Cascumpec Road	.40					
Alberton Dump Road					1.26	1.26
DeBlois Road		2.40				
Center Line Road		2.16				
Pig Brook Road		.18				
Dock Road		.36				
Tignish	.86			.17		
TOTALS	4.36	8.80		1.88	1.46	2.86

2nd DISTRICT

Gillis Road	.16					
Higgins Road		.16				
North Enmore Road		1.80				
Hebron		.60				
Poplar Grove	.32	.12				
Trowsdale Road						.60
Smith Road						.50
Ballum Road						.30
Rink Road Tyne Valley		1.28				
MacDonald Rd. West Point		.32				
North Enmore	.08					
Barlow Road						.20
Springfield	.48					
Burton Lot 7	.70					
Campbellton	.32					
Dumblane	.48					
West Cape	.32					
Portage Rafferty Road.	1.60					

	DITCHING Paved Roads	Unpaved Roads	Shoulders	Tap Drains	Grader	Surfaced	
Foxley River	.48						
Freeland	.40						
MacNeill Mills Road				.40			
Conway Road		.32				.80	
Ellerslie Road	.48			.16			
North Enmore	.16			.30			
Inverness Hwy #2	.50						
West Point				.80			
Bay Road		1.85					
Dawson Road						.80	
Collicutt Road		.32					
Strang Road		.80					
Brown Creek Road				.80			
Low Point Road	.48					.80	
Sow-West Road		.48					
Miscellaneous	.80	.80					
TOTALS	7.76	8.85		2.46		2.40	
Western Hwy			6.4				

3rd DISTRICT

							Snow Trap
St. Nicholas Road		1.60				.80	
St. Nicholas							500m
Cannontown Road					4.0	.80	
Royalty Point Road					2.90	2.90	
Base Line Road					5.50	1.60	
Mickey Road				.80			
Spring Valley							2048m
Abrams Village				1.60			
Mt. Carmel	.40						
Egmont Bay				.80			
Miscellaneous	.60			.40		.50	
TOTALS	1.0	1.60		3.60	12.40	6.60	

4th DISTRICT

Grain Elevator Road	1.60						
Allan Murphy Road		.80					
MacDonald Rd. (Kelvin)					.30	.30	
Jim Murphy (Norboro)					1.60	1.60	
Arnett Road T.C.H.	.80						
Point Road				.30			
Clark Road		.40					

	DITCHING					
	Paved Roads	Unpaved Roads	Shoulders	Tap Drains	Grader	Surfaced
MacEwen Road	.10					
Kinkora				1.0		
Station Road		.10				
Cross Road (Tryon)		.40				
Linkletter	.01			.80		
Connolly Road		.10				
Miscellaneous	1.60	1.60				
TOTALS	4.11	3.40		2.10	1.90	1.90

MAINTENANCE REPORT QUEENS COUNTY 1981-1982

During the past year, our district motor graders, when not scraping roads, were used extensively reshaping ditches, scraping back slopes and maintaining the road surface. To aid in this operation, loaders and trucks (government or private), were used to haul away unusable material. Sandstone and/or gravel was then used as a surface material along with new culverts being placed as needed. The accompany table gives the location and extent of work done in Queens County for the past year.

Maintenance of paved roads consisted of using government gradalls, privately owned backhoes and Hymac's, equipped with ditching buckets to improve drainage and appearance on these roads.

Sandstone — 26,634 m^3 and gravel — 6,552 m^3 was used to maintain worn sections of roads, and to repair washouts, and fill for drainage pipes.

Maintenance crews, each with a heavy truck and backhoe were employed repairing washouts, replacing and resetting 5,662 metres of drainage pipes, and carrying out many other miscellaneous maintenance tasks. The repairing and placing of posts and railings on bridges, curves and high fill was carried out by utility crews throughout the County.

The hydro-cutter was used throughout the County, to cut bushes from the right-of-way of both primary and secondary roads to improve the appearance, drainage and snow removal.

Winter maintenance consisted of sanding 1,545 kilometers of roads. This was carried out by 22 sand trucks, each with two labourers and 7 automatic sand spreaders. These crews were also used for general maintenance tasks, e.g. draining water, shoulder washouts, etc., throughout the winter months. In addition five sand trucks, dispatched from the Government Garage were used in sanding the greater Charlottetown area.

During the past year the work was carried out under the supervision of the following District Supervisors:

District I	Donald Dickieson, Glen Valley
District II	Clayton Coles, North Milton
District III	Bennett MacIsaac, Bunbury
District IV	Laughlin Gillis, Mt. Buchanan
District V & VI	Leonard McCabe, Sherwood

	DITCHING			
	Paved	Unpaved	Graded	Surfaced
QUEENS I				
Johnston		0.6	0.6	0.9
Center		1.2	0.7	0.7
Appin		0.6	0.4	0.4
Currie		0.2	0.2	0.2
Weeks		0.6	0.6	0.4
McQuarrie (New Argyle)			0.4	0.4
Trout River		0.2		
Route #13	1.3			
Crapaud Area	0.3			
Hope River	0.3			
Smith	0.4			
Bradalbane	0.5			
Bedeque Road	0.2			
Miscellaneous	1.4	1.2		
TOTAL	4.4	4.6	2.9	3.0
QUEENS II				
Linwood		0.3	0.3	0.3
Dump Road (South Rustico)		0.3	0.3	0.3
Snowy Road		0.4	0.4	0.4
Mill Road (Warren Grove)		0.6	0.6	0.6
Darrach		0.5	0.5	0.5
Cameron		0.1	0.1	0.1
Ford Cross		0.5		
Camp Road (Oyster Bed Bridge)		0.5		
Parker Cross Road		0.4		
Houston Road		0.2		
Peters		0.3		
Bedeque		0.4		
Kingston		0.2		
Line	0.4			
North River Area	0.3			
Cornwall Area	0.2			
Rustico	0.3			
Hampshire (Snowtrap)	0.3			
Miscellaneous	1.1	0.7		
TOTAL	2.6	5.4	2.2	2.2
QUEENS III				
Mill Cove		1.5	1.5	1.5
MacEachern		1.0	1.0	0.5
MacDonald (Glenfinnan)		0.8	0.8	0.5
Murnaghan (Johnston River)		0.3	0.3	0.5

	DITCHING			
	Paved	Unpaved	Graded	Surfaced
Battery Pt.		1.8	1.0	0.6
Suffolk		2.0		
Simpson's Lane		0.2		
Blooming Pt.		0.3		
MacQuarrie		0.6		
Bethel	0.3	0.2		
Mermaid	0.2	0.2		
Horne Cross		0.3		
Marshfiled	0.3			
Brackley Pt.	0.7			
York	1.0			
Miscellaneous	0.5	0.6		
TOTAL	3.0	9.8	4.6	3.6
QUEENS IV				
Iris		3.2	3.2	3.2
Oceanview		1.8	1.8	1.8
Glencoe Sta.		0.6	0.6	0.4
Queens Road	0.6			
Murray Harbour Road	0.5			
Pownal	0.5			
Mt. Mellick	0.3			
MacDonald	0.3			
Village Green	0.2	0.3		
Waterside		0.6		
Miscellaneous	0.6	0.4		
TOTAL	3.0	6.9	5.6	5.4
QUEENS V & VI				
Ellis	0.2			
Ash	0.2			
Hurray Road	0.2			
Country View Est.	0.2			
Hartz Road		0.3	0.2	0.2
Meadowland View Sub-Div.		0.2		
Storm Drain Systems:				
1) Maple & Pine	0.3			
2) Scarlett Ave.	0.3			
Miscellaneous	0.5	0.5		
TOTAL	1.9	1.0	0.2	0.2
TOTAL for COUNTY	14.9	27.7	15.5	14.4

MAINTENANCE REPORT KINGS COUNTY 1981-1982

During the past year, our district motor graders, when not scraping roads, were used extensively reshaping ditches, scraping back slopes and maintaining the road surface. To aid in this operation loader trucks, government or private were used to haul away unusable materials along with new culverts being placed as needed. The accompanying table gives the location and extent of work done in Kings County for the past year.

Maintenance of paved roads consisted of using government graders, privately owned backhoes and Hymacs equipped with ditching buckets to improve drainage and appearance on these roads. Also, government equipment and private contractors were used to supply and place 6,576 m^3 of shoulder material on St. Peters highway from St. Andrews east to St. Peters west and from St. Peter's Village east to Five Houses this year.

Sandstone — 25,083 m^3 and gravel — 7,734 m^3 was used to maintain worn sections of roads, to repair washouts and for fill for drainage pipes.

Maintenance crews, each with a heavy truck and backhoe were employed repairing washouts, replacing and resetting (9,794 feet) of drainage pipes, and carrying out other miscellaneous maintenance tasks. The repairing and placing of posts and railings on bridges, curves and high fills was carried out by utility crews throughout the County.

Winter maintenance consisted of sanding 1,094 km of roads. This was carried out by 22 sand trucks, each with two labourers and three automatic sand spreaders. These crews were also used for general maintenance tasks, i.e. draining water, shoulder washouts, etc., throughout the winter months.

During the past year the work was carried out under the supervision of the following District Supervisors:

Kings I	George Saville, Fortune
Kings II	Robert Rowell, Bangor
Kings III	Raymond Acorn, Dundas
Kings IV	Irving MacKay, Beach Point
Kings V	George MacPherson, Launching

DISTRICT	DITCHING Paved Roads	DITCHING Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drain
1st Kings						
South Lake Rd.	0.5					
Steeles Lane		1.6				
New Harmony		1.6				
New Zealand	1.6					
Manning Rd.		3.2				
Elington Rd.		2.4				
Fortune Church		0.8				
Sheehan Rd.					1.6	
Tarantum					0.8	
Father James					0.8	
Glen Rd.		3.2				
TOTALS	2.1 km	12.8 km			3.0 km	
2nd Kings						
Rabbit Rd.		1.6			0.5	
Cardigan		2.7			2.7	65 m
Forest Hill		1.1			1.1	
Curtis Rd.		5.2				520 m
St. Peters Rd.	0.8		10.6			
Lakeside	0.4					
Bangor	0.2					310 m
St. Patricks					0.8	
TOTAL	1.4 km	10.6 km	10.6 km		4.6 km	895 m
3rd Kings						
Millburn Rd.					1.3	
Cardigan Rd.		2.9			2.9	
Redmond Rd.		0.5			0.5	
Mill Rd.		1.6				
Nicholson Rd.		0.2			0.2	
County Line Rd.		0.4				
Brothers Rd.		1.6				
MacKinnon Rd.		0.2				
Union Rd.	0.8					
TOTAL	0.8 km	7.4 km			4.9 km	
4th Kings						
Murray Harbour Village	3.3					
Brooklyn		2.0				
Dalmeney Rd.		1.5				
Campbell Rd.		2.8			1.0	

	DITCHING					
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drain
Buell Rd.		2.4				
Jorden Rd.		1.0				
Cape Bear						
Whim Rd.	1.0					0.5
Clements						0.3
Heatherdale	0.5				1.6	
Compton						
Murray River Dam		5.0				
Abney	0.3				0.5	
TOTAL	5.1 km	15.7 km			3.1 km	0.8 km
5th Kings						
West Rd. Georgetown		1.0				
Loyalist Rd.		1.0			1.0	
MacKay Rd.		1.0			1.0	
Banks Rd.		1.0				
MacDonald		1.0				
Kiper		1.0				
St. Georges	0.5					
Red House	1.6					
Little Pond	1.0					
Georgetown Royalty		7.0				
Howlett						
MacKenzie		0.7			0.1	
TOTAL	3.1 km	13.7 km			0.1	
					2.2 km	

SEEDING REPORT 1981-1982

During the 1982 season, six hundred and seventy-two (672) loads of Spray Material were applied to various highways, land-fill sites, borrow pits, etc., thoroughout the province, also some materials were applied by Maintenance Crews around bridges, culverts, sewer pipe installation jobs, etc.

The Seeding Program began on May 17, 1982 and closed down on October 15, 1982.

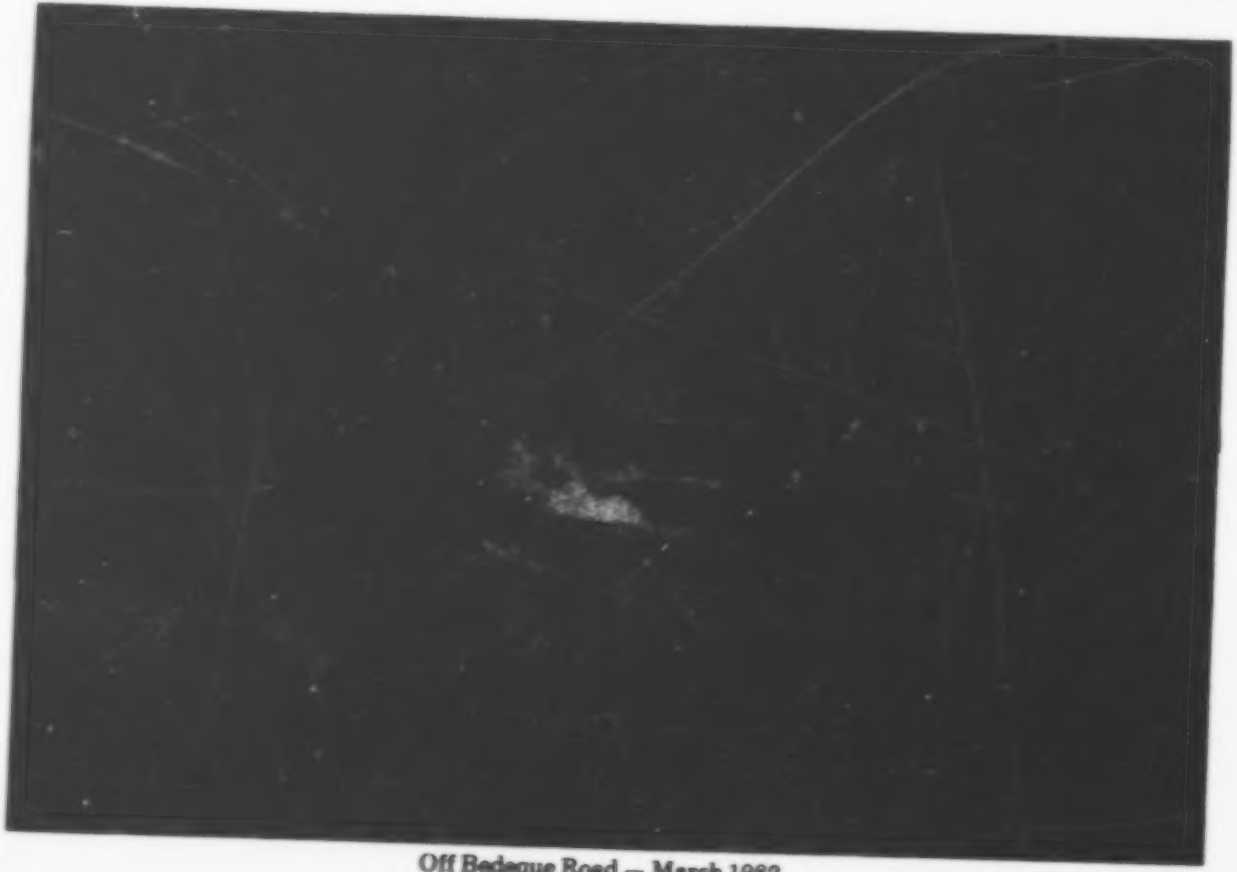
Mulch material was used considerably, especially on slopes, around bridges and streams, etc.

This Mulch, which is added to the spray material, has a tendency to give a sticky effect to the material and seems to expedite the growth of the seed, and also tends to prevent runoff from rains.

Many of the jobs were a small amount of acres or miles, this minimizes somewhat the number of loads applied during the day or week, due to moving from one job to another, getting the work prepared, etc.

The seeding operation is a very necessary program, as it greatly eliminates soil erosion from ditches, snow traps, slopes, etc., and prevents siltation of rivers, streams and ponds.

Also it adds immensely to the appearance of our Garden Province, especially where new highways are being built, as within two to four weeks after application of the spray material, a nice green covering of the red soil begins.



Off Bedeque Road — March 1982

North Carleton, Route 10 — March 1982

SNOW REPORT 1981-1982

The total recorded snowfall for the 1981-82 season was slightly higher than the normal for both the Charlottetown and Summerside areas. However, 1981-82 will go down in the records as one of the most abnormal winters experienced in recent times because of the large amounts of snow and the below normal temperatures in January and the below normal temperatures in February.

The combination of cold temperatures; heavy snowfall and strong winds caused a wind hardened tundra like snow that pack with a great density while remaining at the same time very prone to drifting. It was not until February 24th that these conditions of elements finally caused a standstill in traffic movement for 3 - 6 days in some parts of Prince and Queens County and particularly in West Prince. After three continual days of high winds and drifting snow, clearing operations began. It took until March 19th to finally get all the roads widened for full two lane traffic. During this period extra equipment was rented wherever it could be located to assist us in getting road conditions back to normal. Two blowers were brought in from New Brunswick and extra loaders and blowers were rented from equipment dealers and private contractors throughout the province.

Records for both Charlottetown and Summerside stations for the 1981-82 winter shows that we had:

	Charlottetown				Summerside			
	Snow (Cm)		Rain (MM)		Snow (Cm)		Rain (MM)	
	Normal	Recorded	Normal	Recorded	Normal	Recorded	Normal	Recorded
Nov.	17.8	12.9	106.6	174.1	13.8	3.0	97.6	130.4
Dec.	65.2	45.9	51.4	109.6	55.2	47.3	44.8	103.5
Jan.	76.0	138.5	36.0	32.1	61.4	145.2	92.8	138.8
Feb.	65.6	66.5	29.6	42.5	58.0	65.6	27.0	33.0
Mar.	51.8	22.4	31.8	33.0	49.2	32.0	29.4	38.4
Apr.	26.0	31.9	55.6	78.6	21.0	33.9	50.8	44.2
Total	302.4	318.1	311.2	469.9	258.6	327.0	342.4	488.3

This year is the final year of a two year contract that was negotiated in 1980.

The following number of kilometers were plowed by each contractor during the 1981-82 season:

Contractor	Kilometers	Area
Northern Enterprises	106.0	1st Prince
Hayes Paving*	132.6	1st Prince
Ramsay's Washed Gravel	284.7	1st & 2nd Prince
Comet Ltd.	167.9	2nd & 3rd Prince
Curran & Briggs	224.7	2nd & 3rd Prince
Morrison & MacRae	197.1	4th Prince
Toombs & Cobb	115.5	3rd & 4th Prince

Contractor	Kilometers	Area
Montgomery	219.8	1st & 2nd Queens
Maritime Construction	147.9	1st & 2nd Queens, 4th Prince
Island Excavators	140.8	1st Queens, 4th Prince
Island Coastal	156.0	1st & 3rd Queens
Bayview Construction	100.2	2nd & 3rd Queens
Matheson & MacMillan	147.4	3rd Queens
Dennis Construction	62.5	3rd & 4th Queens
Stabilizers	156.9	3rd & 4th Queens 2nd & 3rd Kings
Kings County Const.	133.5	2nd, 3rd & 4th Kings
Overland Construction	136.8	3rd, 4th Kings, 4th Queens
Chapman Brothers	124.2	1st Kings
TOTAL	2,755.4	

* Although Hayes Paving were responsible for their contract area, they bowed out of snow removal and their contract area was looked after by equipment from Ramsay's Washed Gravel and Northern Enterprises.

The following is a list of equipment used by the above contractors:

Contractor	Track Dozer	Motor Grader	Walters Trucks	Letourneau	Blowers	Loaders	Trucks
Chapman Bros.	2	2	—	—	2	3	1
Comet Ltd.	—	6	—	—	1	1	—
Curran & Briggs	2	4	—	—	2	3	2
Northern Enterprises	2	2	—	—	2	1	2
Island Coastal	2	5	—	—	2	3	2
Island Excavators	2	3	—	—	2	2	1
Kings Co. Const.	2	2	—	—	1	3	1
Overland Const.	2	4	—	—	1	2	—
Dennis Const.	—	1	—	—	1	2	—
Bayview Const.	—	1	—	—	1	2	2
Matheson & MacMillan	2	3	—	—	2	3	3
Morrison & MacRae	2	2	1	—	2	4	1
Ramsay's Washed Gravel	2	4	—	—	3	4	2
Toombs & Cobb	2	3	—	1	1	—	—
Stabilizers	1	5	—	—	1	1	3
Montgomery Const.	2	5	—	—	2	2	—

The following is a list of government owned and leased equipment and its locations. Two loaders complete with wing and plow had to be leased to compliment the rest of our fleet. The department plowed approximately 1,775 kilometers of road. Fifty-eight plows were equipped with two-way radios.

Location	Dozer	Motor Grader	Walters Truck	Letourneau	Blower	Loader	Other Trucks
Summerside Garage ...	—	3	3	—	2	1	1
Dispatched from garage when required	—	2	2	—	—	—	—
Alberton	—	1	—	—	1	—	—
St. Louis	—	1	—	—	—	—	—
MacNeills Mills	—	—	—	—	—	—	—
Mt. Carmel	—	—	—	—	—	1	—
Hunter River	—	1	—	—	—	—	1
Cornwall	—	1	—	—	—	—	—
Canoe Cove	—	—	—	—	—	1	—
Brookfield (leased)	—	4	1	2	5	3	2
Ch'town Garage (1 Loader Leased)	—	6	7	2	1	1	—
Dispatched from Garage when required	1	—	—	—	—	—	1
Dunstaffnage	—	—	—	—	1	—	—
Mt. Stewart	—	1	—	1	—	—	—
Millview	—	—	—	—	—	—	—
Seal River	—	1	—	—	—	—	—
Iona	—	1	—	—	—	—	—
Eldon	—	—	1	—	—	—	—
Grandview	—	2	—	—	—	—	—
Wood Isle	—	1	—	—	—	—	—
Murray River	—	1	—	—	—	—	—
Abney	—	—	1	—	—	—	—
Dover	—	1	—	—	—	—	—
Alliston	—	—	1	—	—	—	—
Commercial Cross	—	1	1	—	—	—	—
Gasperaux	—	1	1	—	—	—	—
Georgetown	—	1	—	—	—	—	—
Cardigan	—	1	—	—	—	—	—
Woodville Mills	—	1	—	—	—	—	—
St. Georges	—	1	—	—	—	—	—
Strathcona	—	—	1	—	1	—	—
Dundas	—	1	—	—	—	—	—
Albion	—	1	—	—	—	—	—
Little Pond	—	—	—	1	—	—	—
Red House	—	1	—	—	—	—	—
St. Andrews	—	—	—	1	—	—	—
Peakes	—	1	—	—	—	—	—
Bangor	—	—	—	1	—	—	—
Dundee	—	1	—	—	—	—	—
Morell	—	—	1	—	1	—	—
St. Peters	—	1	—	—	1	—	—

Location	Dozer	Motor Grader	Walters Truck	Letourneau	Blower	Loader	Other Trucks
Monticello	—	—	—	1	—	—	—
Cable Head	—	—	1	—	—	—	—
Souris River	—	—	1	—	—	—	—
Souris	—	—	—	—	—	1	—
RockBarra	—	1	—	—	—	—	—
East Point	—	1	—	—	—	—	—
TOTAL	1	41	22	8	13	8	5

BUILDING DIVISION

The Building Division consists of three sections: Design, Construction and Maintenance. The objectives of these sections is as follows:

Design

To carry out or co-ordinate with consultants the complete design, including plans, specifications, tender documents and construction contracts, for new buildings and renovations.

Construction

Inspect and supervise the construction on new buildings or renovations to ensure that the contracts are complete according to the plans and specifications.

Maintenance

To ensure that all structural, mechanical and electrical systems of the various government buildings are kept in a safe and satisfactory working condition.

The activities of the sections are described in the following section reports.

DESIGN

This division continues to be very active in assisting other government departments prepare cost estimates, plans, specifications and tender packages for a variety of renovation and maintenance projects.

A number of tender packages were prepared and supervised for School Boards and the Liquor Control Commission. These involve re-roofing, floor replacement, window replacement and renovations.

A tender package was also prepared for an addition to the Souris Hospital which did not proceed.

CONSTRUCTION

Several projects which were started prior to this fiscal year and finished this year were: Kings County Forestry Depot and Equipment Maintenance Building, North Rustico Liquor Store and Englewood School Addition and Renovations.

The renovations at the Old Law Courts Building continued through this year as did the Montague High School Addition and Renovations. There were no major building starts in this period.

MAINTENANCE

The building Maintenance Division is responsible for the operation and maintenance of some sixty-five Government-owned buildings located across the Province.

Fiscal year 1981-82 was, as usual, a busy year for the Building Maintenance Division. Every effort was made to ensure that structural mechanical and electrical systems were operative and in a safe and satisfactory working condition. Emphasis is placed on preventative maintenance so that existing staff is effectively utilized and systems are maintained in proper operating condition.

As the Building Maintenance Division is primarily a service arm of Government, the majority of our work is of a day-to-day nature and a comprehensive report of these daily activities would be far too encompassing for this report. Suffice to say that our objectives for the coming year are similar to the past year, in that we will endeavour to keep the system operational with our major goal being to reduce building maintenance costs in future years.

In addition to regular maintenance items, our Division has also carried out various alterations and renovations as requested by other Government Department and Agencies.

SCHEDULE OF BUILDINGS

Charlottetown and Vicinity:

- Sullivan Building
- Shaw Building
- Jones Building
- Province House
- Province House Annex
- Provincial Home for the Aged & Brecken House
- Highways Garage
- Highways Lab Building
- Old Health Building
- Government House and Garage
- Provincial Sanatorium and Nurses Home
- Hurry Road Forestry Complex
- Belmont Street Warehouse
- Law Courts Building
- Highways Paint Shop
- Sleepy Hollow Correctional Centre
- Queen's County Forestry Offices
- Bunbury Nursery Complex

Riverside Hospital:

- Hillsborough General Hospital
- Riverside Hospital (Mental Health)
- Riverside Hospital (Welfare)
- Central Heating Plant
- Laundry and Recreational Hall
- Nurses Home
- Superintendent's Residence and Garage
- Doctor's Residence
- Occupational Therapy Building
- Pasteurization Plant
- Stores and Work Shop Building
- Sherwood Home

Falconwood Farm:

- Farmers Residence (Double)
- Herdsman's Residence

Beach Grove:

- Beach Grove
- Work Shop and Garage
- Central Heating Plant
- Pump House No. 1

Pump House No. 2
Barn
Staff House
Water Storage Building
Fisheries Warehouse
B.O.D. Lab Building

Summerside Area:
Highways Garage
Prince County Courthouse and Jail
Dept. of Public Works Office
Summerside Health Centre and Storage Garage

Others:
Grain Elevator, New Annan
Courthouse and Jail, Georgetown
Tourist Bureau, Pooles Corner
Scale House, Borden
Tourist Bureau, Wood Islands
Brudenell Motel, Brudenell
Brudenell Recreation Complex
Scale House, Wood Islands
West Prince Regional Service Centre
Southern Kings & Queens Service Centre
O'Leary Veterinary Clinic
Grain Elevator, Roseneath
Grain Elevator, Elmsdale
Prince County Forestry Depot
Southern Kings Highway Depot
Kings County Forestry Depot
Alberton Courthouse

BUILDINGS BRANCH
TENDERS

Terrazzo Flooring Waterfront Mall Liquor Store

Opened April 11, 1981

Acadia Marble, Tile and Terrazzo Ltd.	awarded	$ 8,411.00
Permatile and Supplies Ltd.		9,995.00
Williams, Murphy & MacLeod (1971) Ltd.		10,446.00
Moncton Quarry Tile & Cement Finishing Ltd.		11,800.00
Island Home Decor Inc.		12,900.00

Georgetown Elementary School Re-Roofing

Opened June 2, 1981

Boudreau Sheet Metal Works Ltd.	awarded	$38,956.00
Biso Roofing and Enterprises Ltd.		43,775.00
MacLean Construction Ltd.		44,900.00
D. B. & J. (1971) Inc.		59,870.00

Souris Elementary School Gym Flooring

Opened June 2, 1981

MacLean Construction Ltd.	awarded	$26,400.00
MacLeod Construction Ltd.		27,588.00
Schurman Construction Ltd.		29,900.00
Williams, Murphy & MacLeod (1971) Ltd.		32,400.00

Souris Hospital Addition

Opened June 16, 1981 (Project Not Carried Out)

Clinton and MacAulay Woodworkers Ltd.	$33,844.00
MacLean Construction Ltd.	33,929.00
Schurman Construction Ltd.	36,234.00

Fortune Elementary School — Window Replacement

Opened July 7, 1981

Schurman Construction Ltd.	awarded	$17,960.00
MacLean Construction Ltd.		18,559.00
Williams, Murphy & MacLeod (1971) Ltd.		20,325.00
Clinton & MacAulay Woodworkers Ltd.		22,242.00

SERVICES DIVISION 1981-1982

This division provides central services to government departments and agencies as follows:

A. Insurance and Accommodations
B. Audio Visual
C. Mail
D. Information
E. Properties
F. Printing

A. **Insurance and Accommodations** was changed in April 1981 to be responsible for:

- Leasehold agreements for government office space
- Employees cafeteria
- Telephone Services
- Janitorial contracts
- Administration of government insurance
- Office space accommodation
- Equipment procurement for new schools

Properties, which formerly were a part of this section, have been removed to a separate section of the division.

The major office relocations during the fiscal year involved the Provincial Laboratory and Audiology Clinic from the Sullivan Building to Queen Elizabeth Hospital. Proposals are being prepared for Treasury Board for the reuse of this space.

No major changes were undertaken in the government insurance program and the schedule of properties does not vary from the previous year. In conjunction with the insurance consultant, it is anticipated that coverage under the government insurance program will be re-specified for tender during the next fiscal year.

One new lease signed was for an office in Morell as a satellite of the Eastern Kings Services Center in Souris.

Equipment and furnishings were tendered and purchased for East Wiltshire Junior High School and Englewood School. Preparations are under way for equipment purchase for Montague High School.

B. Audio Visual Services Centre

The Audio Visual Services Centre supplies audio and video capability to all government departments and agencies, and is responsible for maintenance of government and school board audio visual equipment. It assists in the design and installation of P.A.'s and recording systems. It provides a conference taping service to all departments for press conferences, conventions and training sessions. A graphic design service is also provided.

Between April 1, 1981 and March 31, 1982 there were approximately 2,084 short term equipment loans.

The school preventative maintenance program was carried out in Units 2 and 3 and Holland College and there were 1,442 pieces of equipment cleaned and serviced. An additional 489 pieces of equipment from the school units were repaired at the Audio Visual Services Centre. The total cost of parts was $4,067.67 which was recovered from the school units as follows:

Unit 1	62 pieces	$ 998.96
2	113	517.02
3	132	931.63
4	167	1,620 06
5	15	383.33
		$4,451.00
Holland College	203 pieces	1,268.49

Equipment repairs were carried out for all Government Departments as requested.

Graphics:

For the period of April 1, 1981 — March 31, 1982 there was an increase of approximately 31% for services representing 340 projects from all sections of government. Major jobs consisting of more than one full day were as follows:

Agriculture	4-H and Home Economics — design and layout of 5 different complete pamphlet books. Show case, Farm Women.
Health	Flip Chart presentations to Minister
Market Development	Booth Layout and presentations
Addiction Services	Poster layouts for booths and displays
Enersave	Logo design and booth, brochure layouts

Weekly radio broadcasts were produced for:

Agriculture	"Preserving the Harvest" "Food News" "4-H"
Women's Institute	10 minute morning broadcast
Fisheries	"Fishing and Fisheries" "Focus on Fish"
Allied Youth	"Reaching Out"
M.D.C.	"Focus on Food"

Special promotions were created for Highway Safety, Executive Council, Agriculture, Social Services, M.D.C, Enersave, I.I.S. and Tourism.

Slide Productions were done as follows:

Fisheries	2 shows
Agriculture & Forestry	5
Tourism	2
Education	7
I.I.S.	3
Highways & Public Works	1
Community Affairs	1

The department experienced an increase demand for video tape productions.

Civil Service Commission	4 productions
Agriculture & Forestry	11
Health & Social Services	8
Education	8
M.D.C.	12
Fisheries	4
I.I.S.	6
Tourism	8
Community Affairs	2

Premier's Office — Christmas and New Years Messages

C. **Postal Services** is responsible for all government in-coming, out-going and interdepartmental mail.

Negotiations have taken place with some of the major government mailers during the year to reduce or eliminate peak months of mailing. Results of this and effects of a national postal strike enabled the section to stay within budget despite a 78% increase in mailing costs effective 1 January 1982. Mail to and from Charlottetown to the four Services Centres shifted to a courier service during the mail strike and has remained there. Presorting, bulk packaging and bulk enveloping are done within the mail room to reduce volume.

In-coming Mail —	from Charlottetown P.O.	600,000
	Interdepartmental	300,000
	Registered	1,781
	Special Delivery	806
	TOTAL	902,587
Outgoing Mail —	Metered, Sorted & Dispatched	1,187,508
	Sorted & Dispatched — cash	133,369
	Registered	810
	Insured	125
	Postpak (over 35 lbs)	175
	TOTAL	1,321,987

A breakdown of postage usage follows.

D. **Island Information Service** is responsible to help provincial Government departments, agencies, corporations and commissions prepare and distribute to the general public information about government structures and programs, and to help the public find answers to inquiries regarding government.

As its store front location, IIS operates a communications and publications centre. It stocks the provincial acts and regulations and many other government publications, some priced and some free of cost.

IIS operates a newswire service to the following Island news outlets: CBC, CFCY, CHTN, CJRW, GUARDIAN PATRIOT, JOURNAL PIONEER. Press releases relating to government as well as notes to the media concerning special events are distributed over this wire. The same information is mailed out to other interested parties. IIS distributed 1614 releases last year.

The provincial government photographer and photo lab are part of IIS. Last year 601 photo assignments were completed involving promotional photography for Industry, Tourism, and other branches, aerial photography, duplication of slides, press photographs, and other photographic work.

The Island government telex machine handled 5821 incoming and outgoing telex messages during the year. Telecopier service is also available.

The staff of this section is also responsible for answering mail inquiries and phone inquiries about Prince Edward Island and its government, and requests for information from walk-in clients.

During the past year, 6590 clients came to the IIS Kent Street office. Total sales of government publications amounted to $7,404.38 principally from Acts and Regulations.

IIS publishes the Government Services Directory usually once a year. IIS also publishes the Quick Reference Guide to provincial government departments, corporations, agencies, and commissions, and a monthly list of provincial government publications.

IIS supplies a French-English, English-French translation service for Government. Over two hundred translation assignments were handled during the year, including news releases for local French language news media.

The Metric Information Office shares IIS office space, although the part-time information officer reports to the Planning Division of Transportation and Public Works.

E. **The Properties Section** (established 1973) of the Services Division is responsible for the acquisition, disposal and leasing of land for all Departments of Government.

Properties is the component responsible for compilation and maintenance of the Crown Land inventory. In essence, the Properties Section acts as an agency for all departments of Government and administers to their needs in all land agreements, leases and purchases.

During the fiscal year the Section operated with a staff of four, however, in the fall of 1981 the name was changed to Properties and Surveys with the relocation of the Mapping and Survey Staff from the Department of Justice, the transfer to become official April 1, 1982.

F. **The Printing Section** provides the following services:

1. A printing service for government departments, boards and commissions.
2. A volume copying service for government departments, boards and commissions.
3. A Xerographic copying service for the three building administrative complex.
4. The publication of:

   The Royal Gazette
   The Revised Statutes of Prince Edward Island
   The Annual Statutes of Prince Edward Island
   The Legislative Journal of Prince Edward Island
   The Revised Regulation of Prince Edward Island

5. Distribution and sale of government publications.

During the fiscal year, 1981-1982, this section produced 2017 separate printing orders. This figure compares with the previous years as follows:

1968 — 764	1975 — 1,913
1969 — 799	1976 — 1,903
1970 — 1,153	1977 — 1,673
1971 — 1,206	1978 — 1,794
1972 — 1,474	1979 — 1,903
1973 — 1,492	1980 — 2,126
1974 — 1,778	

These 2017 printing orders represent a total of 8,546,485 sheets through the three job printing presses during the fiscal year.

In the fiscal year 1980-1981, this section produced 2126 printing orders representing a total of 8,176,485 sheets through the presses.

In addition a volume copying service was provided. This section comprises an A.B. Dick 1600 copy system and a Xerox 9200 copier. Copying orders for this section totalled 2086 as compared to 2650 orders in 1980. The total production on these two machines was 6,889,812 copies.

No no equipment was purchased during the fiscal year 1981-82.

During the year studies were completed on a replacement for the nine year old typesetting system presently in use at the Printing Section.

A decision to purchase a "Front End" typesetting system has been made. The major advantage of this type of system is its ability to store data and receive input from remote terminals such as those specifically designed as typesetting input devices as well as a wide variety of word processing devices.

Advantages which will result from the acquisition of such a system are:

1. The purchase of typesetting and data storage on the Statutes and Regulations of the province from private contractors will be eliminated.
2. Repetitive keyboarding now involved in the preparation of typesetting for legislation and regulations will be eliminated.
3. A greatly expanded typesetting capability at the Printing Section with greater variety of type styles available.
4. The opportunity for customer departments with typesetting requirements to access typesetting facilities with comparatively inexpensive word-processing devices.

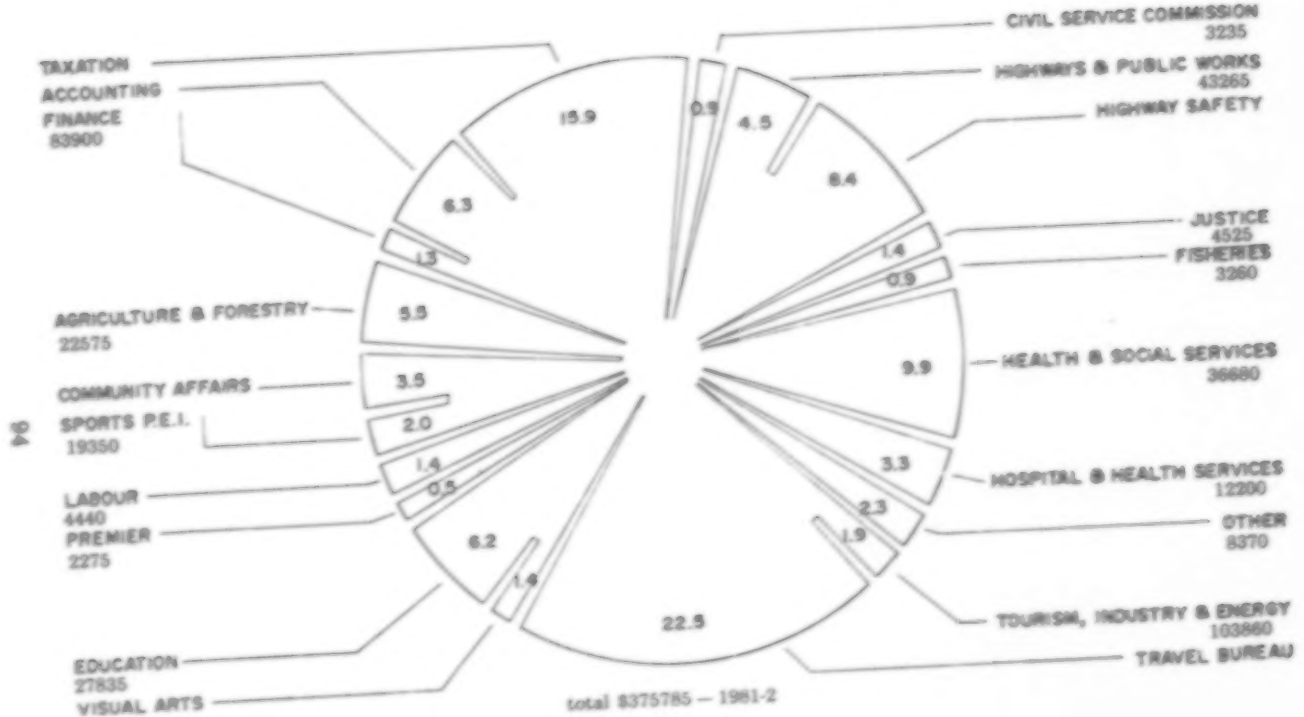
Receipts from advertising in the Royal Gazette and the sale of publications totalled $42,022.00. This compares with previous years as follows:

1968 — $ 5,186.65	1975 — 37,024.49
1969 — 5,286.55	1976 — 62,867.67
1970 — 6,318.08	1977 — 36,418.18
1971 — 6,714.80	1978 — 34,055.88
1972 — 10,099.28	1979 — 48,884.00
1973 — 17,232.64	1980 — 42,607.00
1974 — 22,973.15	1981 — 43,901.00

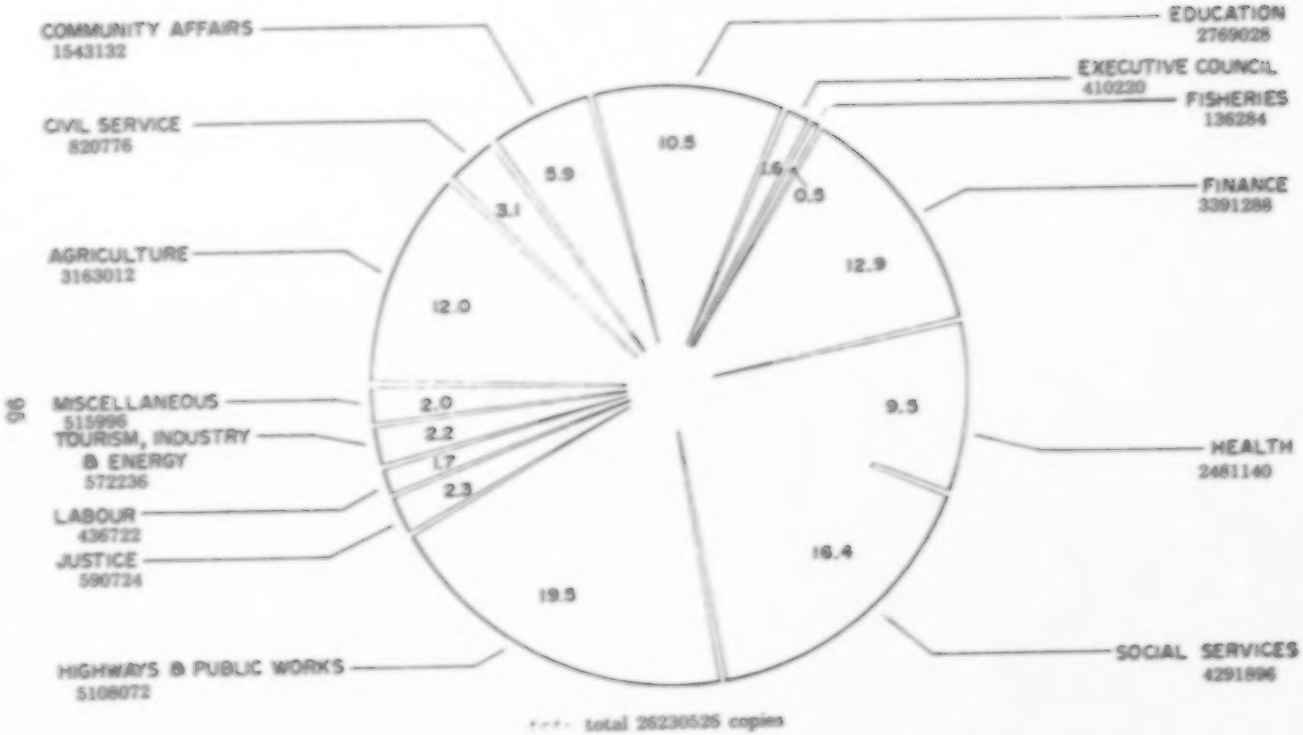
The Xerographic copying service for the three buildings administrative complex which was implemented in June of 1975, continues at 20 machines. Production for the fiscal year is 2,771,594 copies distributed as shown on the accompany chart.

By means of pooling the production and the conversion from rental to lease, where warranted, of 20 machines, the lowest cost per copy is attained. The current cost is 4.73¢ per copy as compared to 4.93 ¢ from 1980-81.

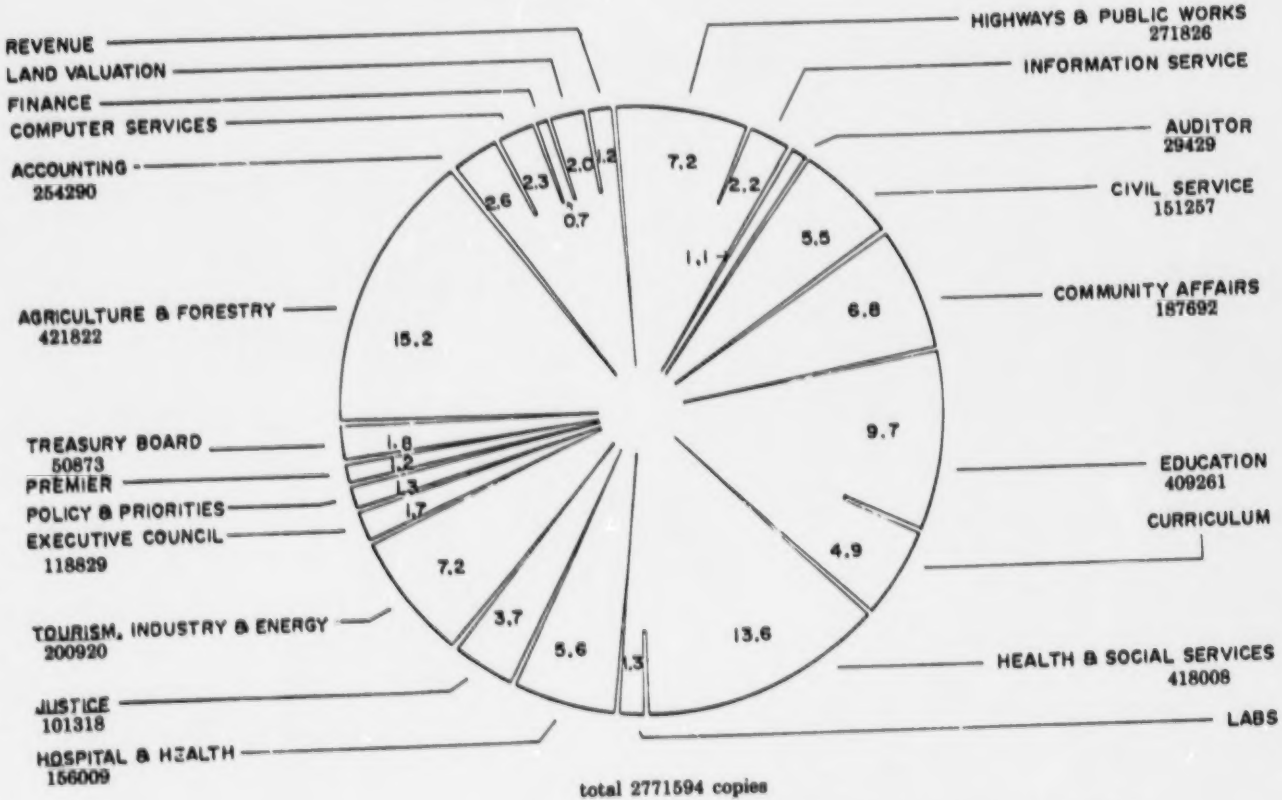
Production for the fiscal year on the presses totalled 26,230,526 impressions distributed as shown on the second chart attached. This total includes copies run on the volume copying system.



POSTAGE (%) BY DEPARTMENT OR MAJOR DIVISION



PRESSROOM COPIES (%) BY DEPARTMENT OR MAJOR DIVISION



total 2771594 copies

PHOTOCOPIES (%) BY DEPARTMENT OR MAJOR DIVISION

PLANNING DIVISION

PARKS, BUILDINGS & HIGHWAYS SECTION 1981-1982

This Section is responsible for the planning, design and construction of provincial parks capital and upgrading projects, in addition to supplying a similar service for capital projects initiated by Tourism, Industry & Energy.

This Section also fulfills the need for planning and design cost estimating for projects, both capital and non-capital, for other government departments as well as for communities and municipalities.

CAPITAL PROJECTS

Cabot Park:	Major capital work in Cabot this year was the construction of a new stairway to the beach and the construction of a new park entrance building.
Mill River:	This year, work was carried out on contracts signed in previous fiscal years for work in the day-use and maintenance areas.
Brackley Beach V.I.C.:	This year, work continued on contracts signed in the previous fiscal year. The project was completed in time for the 1981 Tourism season. This facility consists of a paved and landscaped parking area, a structure containing tourism information and accommodation reservation staff counters, public washroom, and a handicraft display. The facility was officially opened on August 24, 1981.
Lady Slipper V.I.C.:	This year, work continued on contracts signed in the previous years. The exterior-faced island sandstone structure was completed for operation by the tourist information staff in the spring and the interpretive displays were completed for the official opening on August 28, 1981.
Prov. Parks Upgrading:	Major maintenance and upgrading was carried out at a number of provincial parks.

In Brudenell, construction was started on a fenced compound in the maintenance building area for the storage of parks maintenance equipment and materials.

In Mill River, a new security system was installed for the office and maintenance building, and a new underground storage tank was installed for storage of diesel fuel.

In Lord Selkirk, construction was started on a new comfort station for the day use area.

The entrance to Victoria and Bonshaw Parks was paved to eliminate the dust and mud problem, and in the case of Bonshaw, this provided a safer entrance onto the Trans Canada Highway.

Minor upgrading was also carried out at other provincial parks.

Highway Lighting and Hillsborough Bridge Relighting:

For this project, which consisted of replacing the existing lighting system on the Hillsborough Bridge and extending the new system to include the new pedestrian underpass, the Section was responsible for the planning, design, tendering, contract award and site supervision. The contract was awarded to Hansen Electric for $185,000. Other contractors submitting bids were as follows:

Burke Electric Ltd.	$212,000
D. B. & J. (1971) Inc.	255,800
Acadia Electric Ltd.	287,500
McGee Electric Ltd.	222,470
Gill Electric Ltd.	233,257

PLANNING AND DESIGN PROJECTS

Summerside Harbour Drive, Phase II:

For this project, the Section was represented on the technical steering committee for the project. The Depart-

ment of Highways & Public Works was responsible for providing all aspects of the engineering services for this Project. This Section was responsible for the planning, design and site inspection for the highway lighting, traffic intersection lighting, landscaping and parking lot layout.

Recreation Plan for Reuse of the East Royalty Landfill Site:

This report, when prepared for the reuse of the East Royalty Landfill Site, was initiated on a request from Mr. Ken Desrôches of the Charlottetown Area Development Corporation. The report will contain the proposal for development of a regional park on the present East Royalty Landfill Site, after its closure.

The purpose of the plan for the site was to ensure a safe and healthy environment for future generations on the property and to fulfill the requirements of the lease agreement for the present use of the property.

Tyne Valley:

This Section prepared two master plans, one for a community park in Tyne Valley and the second masterplan for the development of a dam in combination with the community park.

Charlottetown Airport Parking Expansions:

This Section provided the planning, design, cost-estimating and on-site supervision of the construction for the expansion of the Charlottetown Airport Parking Lot. Capital funds necessary to carry out this expansion were provided by Department of Transport.

Winsloe Community Park:

This Section prepared plans and supervised the construction of a recreation park, involving a playground, a soccer field, and two ball fields for the community of Winsloe.

Victoria Park:

This Section prepared a master plan for the upgrading of the existing

facilities at Victoria Park and provided for the relocation of some of these existing facilities, in addition to providing locations for facilities to expand the use of the park.

Other Projects:

This Section has also prepared plans or provided a planning function for a number of other projects. Some of these are:

a) a landscape plan for the East Prince Regional Service Centre;
b) proposals for playgrounds for the village of St. Eleanors;
c) masterplans for the development of a farmers market in Summerside;
d) designs for shelter belts for East Wiltshire and Glen Stewart Schools;
e) parking lot design for Glen Stewart School;
f) planning plans for private residences adjacent to highway construction projects;
g) electrical plans and specifications for
    1) Department of Forestry Building in St. Peters;
    2) Additions to the grain elevator in Kensington;
    3) Traffic Lights for the Queens Arms Intersection;
    4) Rustico Liquor Store
    5) Hurry Road Greenhouse
    6) Souris Hospital
    7) Ethal plant in Kinkora
    8) Kensington Liquor Store

PARKS OPERATION SECTION 1981-1982

The Parks Operation Section is responsible for the overall operation of Provincial Parks as well as servicing many of the Tourist Information Centres and the Highway Informational Signage System for the Department of Tourism, Industry & Energy. Administratively, the Section is organized on the basis of three geographic units servicing the Province — Western Region with an office at the Mill River Park, Headquarters Region in Charlottetown and the Eastern Region based at the Brudenell River Park. In addition, Program Planning/Evaluation and clerical units in Charlottetown provide assistance to the regions.

The Parks Section operated and maintained 15 campgrounds and 38 picnic areas in 39 parks with 14 parks located in the Western Region, 9 parks in the Headquarters Region and 16 parks in the Eastern Region. Other major components in parks are: a buffalo herd, 2 golf courses and nature preserves. In addition, maintenance services were provided for 2 heritage sites, a bird sanctuary, 8 tourist information centres and the signs for the Highway Information Signage System were installed and removed consisting of approximately 1,156 units.

Tea Hill Provincial Park located in Cross Roads, 8 km east of Charlottetown on the Hillsborough Bay was officially opened in June by Premier Angus MacLean and Honourable Bennett Campbell. The use during the first year of operation was excellent with approximately 12,300 visitor days counted during the summer months.

The woodlot management program, with assistance by the Department of Agriculture and Forestry was stepped up at Brundenell River, Sir Andrew Macphail, Northumberland and Lord Selkirk, providing increased employment during the winter months, improvements to the wooded areas in parks and approximately 350 cords of firewood for use in the parks and by Islanders through a public tender process.

The method of obtaining statistical information was evaluated and an improved process was established. The process provides for classifying the party type, equipment used, daily park user load, length of stay, party size, origin of parties, etc. The information was computerized and will be analyzed in 1982. A change in the average camping party size from four (4) to three (3) has reflected a noticeable decline in comparable camper statistics. There were 36,100 camper party nights, 2,000 party nights less than 1980, representing approximately 113,400 people and 428,000 day use visitors, an increase of 43,000, resulting in an overall increase of 6 percent. This resulting in a revenue for the park system of $482,983.00.

A Provincial Park Information Display, a Bee Colony and Maple Syrup harvesting demonstrations were implemented and put in place for programming in the next season.

PROGRAMS

The programs in the parks system are developed with emphasis on togetherness and fitness activities which expose uses to the values of the natural, ecological phenomena of outdoor opportunities. To this end the programs are provided which are interpretive, educational and recreational.

Of the half million visitors, approximately 80 percent were interested in using the parks as day users. The presence of recreation and interpretive staff who lifeguard, organize recreation activities, conduct slide talks and campfires all had a definite positive affect on Provincial Parks being "People Places". A visitor increase was recorded in parks with program staff.

Interpretive Program

The interpretive program is an environmental educational program directed at park users and also provides support to the school program in outdoor education. The school program provides the educational system with an additional resource, particularly directed at student appreciation and extended knowledge of our province's fauna, flora and rural countryside. The park system provides excellent examples of ecological and natural attributes of the province. This school program also provides the forum to increase the appreciation of our natural attributes such that our youth will impact upon the importance of preservation and reduced vandalism.

Recreation Programs

The park system provides a wide experience of outdoor recreation activities including organized sport activities of golf, tennis, lawnbowling to leisurely hiking, fishing and skiing. Visitors to parks participated in special activities such as, campfires, bingo, slide talks to special day long events like Senior Citizens Day, Harvest Moon Golf Tournament, Highland Games and Blueberry Festivals. Picnicking, swimming and camping are the primary reason for park visitations, the other activities are increasingly becoming important programs for park visitors. Emphasis is placed on the program to provide an educational experience, for example; the canoe trip at Brudenell River includes, instructions, interpretation, clam digging and social fun.

The lifeguard program operated in five parks in the eastern and western sections of the province. The fully qualified lifeguards provided safety prevention services for more than 58,000 beach visitors. This staff also programmed activities during mornings and early evenings and provided visitors with assistance for rainy day activities.

The golf courses located at Mill River and Brudenell River provided both recreational and competitive play for Islanders and visitors. Approximately 53,000 rounds of golf were played at the golf courses in 1981.

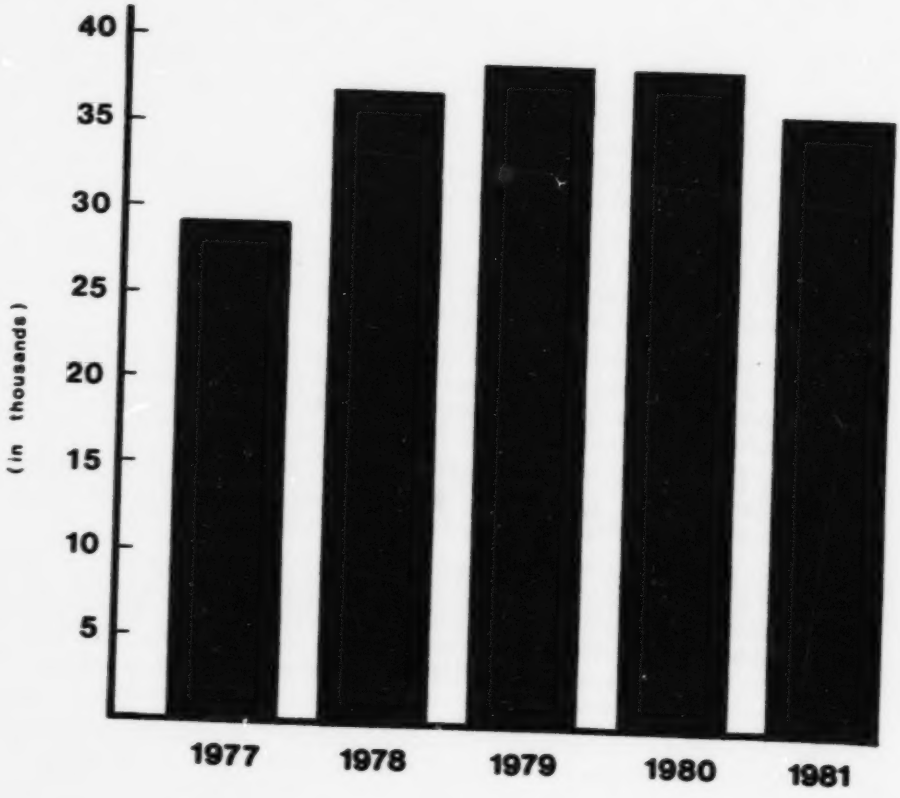
Skiing opportunities are available in most parks as places for fitness, adventure or to have a picnic outing. Mill River, Brudenell River and Brookvale

provided groomed and tracked trails for cross county, tobogganing slopes at Brudenell River and Brookvale, and alpine skiing facilities are located at Brookvale. In excess of 30,000 visitors took part in special events such as CBC Family Day, the Benner Marathon or just took part in the regular opportunities offered by the three winter operated parks.

Frisbee golf and the campground loan out recreation equipment have recorded increases and are proving to be popular additions. A frisbee golf 9 hole course was installed at Cabot Park during the summer making three such courses in parks.

Provincial Park Camper Party Days

5 Year Comparison



REPORT OF THE TRANSPORTATION DIVISION

The following is a report of developments and activities in transportation and communications policy and services for the year ended March 31, 1982:

AIR TRANSPORT

In response to pressure from various sources to de-regulate the air carrier industry, the federal government has been reviewing its domestic air carrier policy and, during the period of this report initiated a discussion paper introducing a proposed new domestic air carrier policy for unit toll services. The proposed policy would maintain the number of national carriers at two and permit them to continue operating jet service between and within regions, reduce the operating region for regional air carriers from four to two and permit the regionals to operate within the new regions between points up to 800 miles apart. The proposal would also limit local service air carriers to non-jet aircraft for passenger traffic. The policy was generally accepted by national carriers and opposed by regional carriers, which are seeking expanded operating authority. The Department, on behalf of the Province, made a submission to the House of Commons Standing Committee on transport supporting the proposed policy in principle but proposing the restrictions on regional carriers and criticising the fact that the policy does not recognize the need for subsidy to support adequate regional air service. The policy prompted mixed reactions from governments, the airlines and other interested parties. To date the federal transport department has taken no further action on the proposal.

During the June-October period in 1981 Air Canada substituted a 132-seat Boeing 727 aircraft for the DC9 normally used on the Air Canada daily return flight to Ottawa. The additional capacity provided to be very useful in accommodating the peak traffic demand.

During 1981 Air Canada operated with a profit of $40.1 million. The airline purchased 12 new Boeing 767 201 passenger airplanes at $55 million each. These airplanes are very fuel efficient and represent the latest technology in airplane design.

During the year Air Canada operated one daily return flight between Charlottetown, Ottawa and Toronto and one daily return flight between Charlottetown and Toronto during the summer months.

Eastern Provincial Airlines Limited announced it would seek authority to operate an air passenger and air cargo service between Moncton and Boston and requested that this route be included in Canada/U.S. bilateral negotiations re transborder services. Representation was made to the Minister of Transport by the Province in support of EPA's request on the grounds that the service could open up new market opportunities in the New England area.

Easter Provincial announced that it would acquire two additional aircraft, a Boeing 737 jet and a Hawker-Siddeley 748 turbo jet in 1982.

In March, EPA announced a revised schedule which would provide additional flights and better connections, and which represents a marked improvement over the previous schedule. The schedule also includes a return Charlottetown-Moncton flight. The schedule operated during 1981 offered three daily return flights between Charlottetown and Halifax, one daily return flight between Charlottetown and Montreal, one daily return flight between Charlottetown and the Magdalen Islands and additional Charlottetown-Montreal flights during the summer period.

Eastern Provincial reported a profit of $4,402,000 for the year 1981.

In the fall of 1981, Eastern Provincial Airways applied to the Canada Transport Committee for authority to transfer the licenses for its turbo prop services to a new company to be named Air Maritime Limited. The purpose of the transfer was stated to be to create a framework within which turbo prop air service could be improved and expanded. An intervention to oppose this application was filed by the Department on behalf of the Province on the grounds that the transfer of these services to another company would substantially diminish the role of EPA as a regional carrier, eliminate capacity for cross-subsidization of uneconomic short haul routes from revenues generated from profitable long haul routes and probably result in curtailment or elimination of service on some short haul routes in the region. A public hearing has been scheduled by the Air Transport Committee for May 5, 1982.

During the period covered by this report air fares increased approximately 24%.

AIRPORT DEVELOPMENT

During the year discussions were held with Transport Canada officials who elaborated on the details of the systemized terminal expansion program (STEP).

This program now calls for a change from the original design of a combination control tower and air terminal building to two separate structures. The Province has protested to the federal government that this change in policy causes an unnecessary delay in completion of the air terminal element of the project and greatly increases the overall cost. Transport Canada officials are still predicting late 1984 as the completion date for the air terminal element.

The land needed to accommodate the proposed runway 10-28 was acquired during 1981. Expropriation was required in a number of acquisitions.

The maintenance garage, fire hall, field electrical center and fire-training area were completed during 1981. The cost of this phase of the program was $2,463,100.

In February 1982 Transport Minister Pepin announced that the Charlottetown Airport project would go ahead and that tenders for the terminal

building, control tower and new East-West runway were expected to be called in 1982. The total cost of this project is risen from the original amount of $21,531,500 to approximately $30 million.

Officials of the department met with regional air administration officials in the spring of 1981 to request an expansion of the existing terminal building, parking lot and a new baggage facility. Approval was obtained for a $250,000 interim expansion project which included a 16 foot extension to the air terminal building providing an additional 1,550 square feet of space, a new race track type baggage facility, additional seating space, an expanded operating area for Air Canada and an extended parking lot with more than twice the capacity of the existing one. This project was completed during the year and constitutes a tremendous improvement to the existing facility.

ATLANTIC PROVINCES TRANSPORTATION COMMISSION

This province continued financial support of the Atlantic Provinces Transportation Commission in cooperation with the other Atlantic provinces. The Commission was established in 1925 and is a regional transportation agency which operates out of offices in Moncton with a staff of 14. It maintains an extensive tariff library and provides a wide range of services to shippers and other transportation users such as rate negotiation and advice, circulation of transportation information, publication of transportation directories, preparation of briefs and submission, transportation research, etc. It is primarily a shippers' service agency but provides valuable assistance to governments and other organizations as well.

The Commission is governed by a Board of Directors, 10 of whom are appointed by the provincial government and 10 by the Atlantic Provinces Chamber of Commerce.

This province is responsible for 1/15 of the budget of the Commission and is represented on the Board by the following directors:

Government — K. A. MacKenzie & George D. Wright
Atlantic Provinces Chamber of Commerce — Donald N. MacKenzie & George Key.

BUS

Intra provincial bus service in Prince Edward Island is provided by Island Transit which, since June 1981, has been operated by this Department. During the period covered by this report service was provided on a year round 5-day per week basis between Souris and Charlottetown and on a daily basis between Charlottetown and Souris and Charlottetown and New Glasgow, Nova Scotia between June 8 and September 27. The Provincial subsidy required to support this service for the 1981/82 fiscal year was $75,265.01.

The only interprovincial bus service is operated by Via Rail Canada Inc. on a charter arrangement with SMT Limited as a replacement for Canadian

National's rail passenger service which was discontinued in 1969. In 19 : Via Rail operated two return trips daily to connect with mainland passenger trains and bus services, one trip between Charlottetown and Moncton and one trip between Charlottetown and Amherst. The route for both of these services includes the intermediate points of Hunter River, Kensington, Summerside and Borden.

Traffic for both the Island Transit and Via Rail bus services is tabled in the statistics section of this report.

COMMUNICATIONS

During the year the Province was represented at the Winnipeg meeting of Ministers responsible for communications. At this meeting the Ministers accepted the reports of the federal/provincial working groups on:

a) cable delegation

b) competition and industry structure

c) industrial impacts on communications policy.

Cable Delegation — Federal and provincial officials were able to reach agreement on the following objectives for the regulation of cable which should be maintained in any delegation agreement:

1. ensure that service to the public is maintained at existing or improved levels
2. facilitate the extension of services to underserved areas and to all Canadians wherever practicable
3. foster the distribution by cable of a broad range of program services — particularly Canadian program services — so as to enhance the cultural, social and economic fabric of Canada
4. minimize federal and provincial regulatory overlap
5. ensure the technical compatibility of systems, equipment and terminals throughout Canada
6. ensure that the development of a regulatory environment for cable takes into account federal, provincial and industry concerns regarding broadcasting and telecommunications carriage
7. contribute to the orderly and efficient development of telecommunications systems in each province and throughout Canada
8. contribute to the implementation of provincial priorities in respect to the delivery of educational programming by cable
9. promote the ability of cable technology and services to meet developing consumer and business needs
10. ensure clear lines of accountability for the benefit of both industry and consumers.

The Atlantic Consultative Committee on Communications, a committee of Ministers responsible for communications, met on a number of occasions during the year. Provincial input to a wide range of telecommunications initiatives was achieved through participation in this committee.

The Atlantic Consultative Committee considered:

a) microwave review;

b) broadcast coverage;

c) the report of the task force on service to the public;

d) extension of services to remote and underserved areas;

e) Pay television;

f) telecommunication regulatory matters;

g) legislation;

h) mobile satellite;

i) terminal attachment;

j) rural service demand study.

The Division recognizes the invaluable assistance and support of Mr. Fred Waller, Regional Advisor on Communications with the Council of Maritime Premiers.

ENVELOPE SPENDING POLICY

The Maritime Provinces were advised by federal transport authorities that the "Envelope Spending Policy" was to be adopted by the federal government under which a finite amount of money would be allocated for transportation expenditures in the Maritime Provinces. Under this concept funding for new programs would have to be generated by savings obtained by reducing of eliminating expenditures on existing programs or services. This policy has serious implications for the Maritime Provinces and extensive negotiations were carried on during 1981 to determine where money could be saved to be used for improvements in the transportation system.

FEDERAL/PROVINCIAL COMMITTEE ON ATLANTIC REGION TRANSPORTATION

The federal/provincial committee on Atlantic Region transportation was established in 1969 to make recommendations to the Minister of Transport on freight subsidy programs. Its scope has been broadened over the years and it now constitutes the principal forum for federal/provincial consultation on transportation policy. The committee is made up of representatives from Transport Canada, the Department of Regional Economic Expansion, the Canadian Transport Commission and the Directors of transportation from the

four Atlantic Provinces and Quebec. Meetings were held during the year approximately on a monthly basis and some of the issues addressed were as follows:

- domestic air carrier policy
- regulations and competition in air and highway transport
- applications for westbound selective freight subsidy
- export movements of peat moss
- railway planning — Maritime Provinces
- national ports policy and legislation
- motor carrier regulation
- rail passenger service
- Canada/US trucking regulations
- MFRA freight subsidy
- ARFAA freight subsidies
- bilateral air agreements.

FEDERAL/PROVINCIAL COMMITTEE ON TRANSPORTATION STATISTICS

The Federal/Provincial Committee on Transportation Statistics was established by Statistics Canada in cooperation with Transport Canada and the provinces and territories to determine the requirements for transportation statistics and to develop statistical programs to meet these requirements. The committee and working groups established under it met several times during the year and good progress was made in the various tasks undertaken This province is represented on the committee by the Director of Planning and Statistics and the Director of Transportation.

FERRY SERVICES

The new $50 million ice-breaking ferry for the Borden-Cape Tormentine service is under construction at the Saint John Ship Building and Dry Dock Limited yard and is expected to be completed and in service late in 1982. This vessel, which will have a capacity of 250 automobiles, will be of the drive-through design. It will be 401 feet long with a draught of 20 feet, displacement of 10,130 tons and will have six engines developing a total of 18,000 horse power enabling it to operate at 17 knots. A very useful feature of the new vessel is its capacity to carry trucks on the upper deck when the lower deck is loaded with rail cars. This should alleviate the congestion which occurs at certain times of the day when existing vessels are unable to handle the freight traffic demand. This ship will provide a substantial increase in capacity for both passenger and commercial traffic. When the new vessel goes into service the former Abegweit, re-christened MV Abby, which has served the Island faithfully since 1947, will be retired. The service operated on a normal sche-

dule which ranged from crossings every hour and 35 minutes to every hour. During the period when ice conditions affect the ferry operations the interval between crossings was increased to one hour and 45 minutes. The schedule during the shoulder seasons provides crossings every hour and 15 minutes.

In general the Borden-Cape Tormentine service was able to handle the traffic demand adequately although some lengthly delays were experienced during July and August and to a lesser extent throughout the year.

Rates for the Borden-Cape Tormentine service were subjected to increase ranging from 8% to 20% on traffic except trucks on June 1, 1981 and from 18% to 56% for trucks on September 1/81. All rates were increased again on January 1, 1982 from 9% to 22%. During the period covered by this report rates for automobiles increased 26.7% while the rates for adult passengers increased 25%. The operating subsidy for 1981 was $22,064,000.

A $527,000 expansion of the Caribou terminal for the Northumberland Ferries Ltd. service was carried out in 1981. It included an enlargement of the terminal building, a coffee shop and other improvements. Minor changes to the priority policy for trucks were made in 1981. Trucks are now handled on a first come first serve basis on Friday and Sunday afternoons and on the last crossing each day.

In 1981, Northumberland Ferries Ltd. operated from April 14 to December 20 on various schedules ranging from six trips per day to 18 trips daily. Lack of capacity is still a major problem affecting the Northumberland Ferries Ltd. service. During the summer months in particular, waits from six to eight hours are common. Northumberland Ferries Ltd. is developing a proposal for two larger ferries capable of meeting the traffic demand but it will be several years before these vessels can be designed, constructed and ready for operation.

On February 1, 1982 Captain Claud R. Hunter passed away. Captain Hunter, at the time of his death, was Chairman of the Board of Northumberland Ferries and began his service with the company as General Manager in 1949 when the fleet consisted of one 13 car capacity ferry. Captain Hunter was responsible for developing this service into the efficient operation which it now is and his judgement and experience will be sorely missed.

Rates for the Wood Islands-Caribou service were increased on June 1, 1981 for all traffic except trucks and truck rates were increased on September 1 of the same year. A further increase will come into effect at the commencement of the 1982 operating season, bringing the cumulative increase for automobiles during the period covered by this report to 16.3% and for passengers 5.6%. The total operating subsidy for this service for 1981 was $5,250,000.

The service operated by CTMA between Souris and Grindstone extended from early April 1981 through January 1982, providing six crossings per week throughout the period and additional crossings during the summer months. The total subsidy for this service was $1.7 million.

This department is cooperating with the Nova Scotia Department of Transportation, Transport Canada, the Eastern Kings Community Advisory Board and the Municipality of Inverness, N.S. in carrying out a study to determine the feasibility of a ferry service between Souris and Port Hood in Cape Breton. This study is progressing favorably and will be completed in the fall of 1982.

FREIGHT AUDIT SERVICE

The Freight Audit Service is an agency located in Moncton which operates as an adjunct of the Atlantic Provinces Transportation Commission. It was created by the Maritime Provinces' governments in 1976 to provide a freight bill auditing service for Maritime business and industrial firms aimed at reducing transportation costs for shippers and receivers by identifying and recovering freight bill overcharges.

The agency obtains part of its operating revenue from grants from the three Provinces and the remainder from 50/50 sharing of the funds recovered for clients.

During the year the Freight Audit Serivce carried out 67 audits for 43 different firms which resulted in a total savings of $75,000.

Prince Edward Island's share of the government contributions to the budget of this agency is 1/12 or $2,584.

FREIGHT SUBSIDY PROGRAM

When the Atlantic Provinces initiated discussions with the federal government respecting the second phase of a highway strengthening program they were advised that pursuant to the "Envelope Spending Policy" funding for this program would have to be generated by effecting saving in other transportation expenditures. Negotiations continued for many months and eventually ended with the federal authorities insisting that the Province would have to agree to a reduction in the freight subsidy programs under the Atlantic Region Freight Assistance Act in order to obtain funding for highway strengthening.

The revisions to the subsidy programs dictated by federal transport authorities are as follows:

(a) Maritime Freight Rates Act/Atlantic Region Freight Assistance Act "Intra Regional" Subsidy:

1) Reduce subsidy level from 15% to 12½% effective April 1, 1982;
2) Reduce level to 10%, April 1, 1983;
3) Increased minimum freight bill eligible for subsidy from $10 to $50 with provision for further increase indexed to inflation.

(b) Maritime Freight Rates Act/Atlantic Regional Freight Assistance Act "westbound" Subsidy (Basic 30% subsidy):

1) Increase minimum freight bill eligible for subsidy from $50 to $100 with provision for further increases indexed to inflation.

Nova Scotia and New Brunswick have agreed to this trade-off. To date, Prince Edward Island has not.

The increase in the minimum for the westbound subsidy for $50 to $100 will not have a significant impact since the bulk of westbound of commodity movements would have a freight charge in excess of $100. The increase in the intra regional minimum to $50 will have a substantial impact on smaller shippers and on those carriers specializing in LTL traffic.

The reduction of the intra regional subsidy from 15% to 10% by April 1, 1983 can be expected to have a very significant impact on some shippers, particularly those who must ship their goods over long distances such as from Prince Edward Island to Newfoundland. It is probable that when and if the subsidy is reduced to the 10% level a case will be made for total elimination of this program on the grounds that administration costs would be so high in relation to the benefits that continuation of the program will no longer be worthwhile. In view of the fact that the savings generated by the 33⅓% reduction in the intra subsidy program, together with savings which may result from further subsidy reduction will be benefits to the federal government in perpetuity where as the benefits to the Maritime provinces in the form of a highway program are short term and limited, it is reasonable to assume that this exchange would work to the disadvantage of the provinces.

MARITIME PROVINCES TRANSPORTATION COMMITTEE

Maritime Provinces Transportation Committee was created by the Council of Maritime Premiers to coordinate the transportation activities of the three Maritime governments. The members of the committee are the Directors of Transportation from the three provinces and this group meets on an 'as required' basis to deal with various matters of transportation policy such as motor carrier and motor vehicle regulation, regional air service, rail passenger and bus service, pilotage matters, various issues related to federal policy and legislation affecting the Maritime Provinces. The Committee from time to time carries out research projects funded by the Council of Maritime Premiers.

MEMORANDUM OF UNDERSTANDING — MARITIME PROVINCES TRANSPORTATION

The agreement under which the subsidy program/highway program trade-off was effected is in the form of a federal/provincial memorandum of understanding. This document was signed by the Minister of Transport and the Ministers of Transportation for the provinces of Nova Scotia and New Brunswick on January 28, 1982. In addition to the funding of the highway program and the subsidy reductions the memorandum of understanding pro-

vides for a multi modal planning exercise which will afford the Maritime provinces input into transportation planning in the medium and long terms. The memorandum also makes provision for using savings from the subsidy revisions after the completion of Phase II of the highway program.

PHYSICIAL DISTRIBUTION ADVISORY SERVICE

The Physicial Distribution Advisory Service was established in 1974 on the recommendation of the Federal Provincial Committee on Atlantic Region Transportation. The agency is located in Moncton and employs a small staff of experts in physicial distribution management to carry out studies of individual firms and make recommendations concerning warehousing, packaging, inventory control, order processing, customer service, materials handling and transportation.

The Physical Distribution Advisory Service undertook projects for clients in the four Atlantic provinces during the 1981/82 year and carried out seminars in various centres including Charlottetown. The savings to Atlantic business and industry generated by this agency's activities since its inception total well over $1 million.

The Physical Distribution Advisory Services derives its revenue partially from fees charged to clients and partially from grants from the four Atlantic governments and the Department of Regional Economic Expansion. This Province's share of the total annual contribution from federal and provincial governments is 2.2% or $3,333.

PORTS

For almost a decade, the federal transport department has been attempting to develop a new ports policy and legislation and during that time three bills were introduced in the House of Commons and failed to pass. In February 1982, a new bill, C-92, was tabled. This bill which is entitled the Canada Ports Act will, if passed provide greater local and regional responsibility for port development. It will provide for greater local input into the operation of Prince Edward Island's four ports through Local Advisory Committees and a Regional Advisory Council. The proposed legislation has met with a generally satisfactory response from the public and private sectors.

A comprehensive study of the Island's ports has been completed by Transport Canada and a final report is expected to be available in April, 1982. To date, no information concerning the findings and recommendations of the report has been received by the department.

POTATO TRANSPORTATION LOADING POINT STUDY

The Prince Edward Island Potato Loading Point Study was completed by ADI Limited and accepted by the Steering Committee made up of representatives of Transport Canada, Department of Regional Economic Expan-

sion, the Railway Branch of Transport Canada, Canadian National Railways, the PEI Department of Agriculture, the PEI Department of Highways and Public Works, PEI Potato Marketing Board and the federal Department of Agriculture in January 1981.

The consultant's report proved the economic and technological feasibility of consolidation of rail loading points. The report recommended that there is a possibility of 10 such points throughout Prince Edward Island.

As an intial step the report recommended that a pilot project be undertaken at four locations: Souris, Charlottetown, Milton and Albany. The Steering Committee determined that it would be advisable to proceed with Souris and Albany and that further discussions were required before proceeding with Charlottetown and Milton. The location of the Souris loading point has been finalized and will be constructed on CN property which presently has a rail siding. Permission has been granted from CN to remove the freight shed which is presently located on the property. The estimated cost of this facility will be $300,000 and it is anticipated that work will begin in the summer of 1982.

RAIL TRANSPORT

A proposal to close all CN Express terminals in Prince Edwad Island and provide express service to this Province from Moncton via a highway carrier, thereby eliminating 41 jobs, was protested vigorously by the Province. Following representation to the Minister of Transport, CN Express was ordered to maintain the express terminal in Charlottetown, retaining 19 of the positions originally scheduled for elimination. The express service, which is now provided by Diamond's Transfer Limited, is reported to be generally satisfactory although there has been many complaints about the new tariff which lists drastically increased rates for smaller shipments.

In June 1981, Canadian National Railways announced that it had made application to the Canadian Transport Commission to remove agents and station buildings at the following stations:

Emerald Junction
Kensington
O'Leary
Tignish
Mount Stewart
Souris
Montague

and to reclassify staff positions at Borden and Summerside from agent to operator.

Representation was made to the Minister of Transport to reverse the decision that CN had taken but the Minister did not intervene. To date, the

Canadian Transport Commission has not rendered a decision and the future of the ten employees involved and the service which they provided to shippers and receivers remains in doubt.

Over a number of years, Canadian National has filed three applications with the Canadian Transport Commission to abandon 97 miles of rail lines in this province. The applications include the following sections of line:

Elmira Spur	9.85 miles
Murray Harbor Subdivision	44.00 miles
Mount Herbert Spur	8.35 miles
Vernon Spur	4.40 miles
Montague Subdivision	25.61 miles
Georgetown Spur	4.83 miles
	97.04 miles

This represents 34.7% of the Island's total rail mileage of 279.5. The Canadian Transport Commission had indicated that public hearings into these applications will be held in the fall of 1982. The department will intervene to oppose the applications on behalf of the Province.

In January 1982, Canadian National announced that 1800 employees would be laid off across Canada. This plan included the elimination of 18 of the 38 positions in its maintenance department in Prince Edward Island. This represents nearly 20% of CN's employees in this province. This action was strongly opposed on behalf of the Province on the grounds that the track in this province was so poorly maintained that there had been 22 derailments in 1981. The Minister of Transport has been requested to intervene in the interests of safety and adequate service. To date, his reply has not be received.

In February 1982, Canadian National's Atlantic Region Vice President announced that Canadian National would participate with the Province in a 5 year review of the railway operation in this province. This review will embrace all aspects of the railway operation and will make available to provincial authorities CN's plans for rail service in Prince Edward Island.

Canadian National Railways reported a profit of $193.2 million for the year 1981.

URBAN TRANSPORTATION ASSISTANCE PROGRAM

In 1978, Transport Canada introduced an Urban Transportation Assistance Program to provide funding for certain urban transportation related projects. Under this 5 year program, the federal government has allocated a total of $1,183,000, based on $2.00 per capita per annum, for projects which meet eligibility criteria, and railway relocation and grade crossing projects. The federal contribution is 80% of the total project cost. During the period covered by this report, the following projects were approved:

Village of Cornwall and Wheels Inc. for a bus to transport the handicapped and the aged, agreement signed Sept. 1981 fro $24,400.

Federal "approval in principle" for walkway along Belvedere Ave. from Brackley Pt. Rd. to entrance to U.P.E.I. parking lot.

The construction of a Pedestrain Underpass and walkway system linking Southport and Bunbury, agreement signed March 30/82 for $164,000.

At March 31, 1982, the uncommitted balance of program funds was $850,900.

The existing Urban Transportation Assistance Program, which was extended by one year, will expire on March 31, 1984.

VIA RAIL CANADA INC.

In August, 1981, the federal government announced that one of Via Rail's two Halifax-Montreal passenger trains, the "Atlantic", would be discontinued, eliminating 75 jobs in the Maritime Provinces and drastically reducing Via's capacity to handle rail passenger traffic. This Province joined with the other Maritime Provinces in opposing the service reduction and made a presentation to a House of Commons rail passenger task force. These efforts together with those of the Council of Maritime Premiers were unsuccessful in preventing the cutback.

The Via Atlantic Advisory Council was established by Via in 1979 to provide input from the public and private sectors into policy respecting rail passenger services in the Maritime provinces. The Council meets 3 to 4 times per year and its members include 2 representatives from Prince Edward Island K. A. MacKenzie and George Brookins.

Via Rail Canada reported a net income of $1,174,000 for 1981.

GENERAL

Federal constraints on transportation spending and Canadian National Railways' emphasis on profit centres and intermodal concepts are having a decidedly negative impact on transportation in the Atlantic Region and in Prince Edward Island in particular. The Transportation Divsion must continue to strive for an adequate transportation system for this province by developing strategies which can be effective in influencing federal authorities and crown corporations to accept and meet their responsibilities to Prince Edward Island with respect to transportation.

Respectfully submitted

K. A. MacKenzie
Director, Transportation Division

TRANSPORTATION STATISTICS

AIR

Air Passenger

The following are the 1981 air passenger traffic statistics with 1980 comparisons:

AIR CANADA

	TO P.E.I.	FROM P.E.I.	TOTAL
1980	33,655	36,413	70,068
1981	30,720	35,663	66,383
Percentage change	−8.7%	−2.1%	−5.3%

EASTERN PROVINCIAL AIRWAYS (1963) LTD

	TO P.E.I.	FROM P.E.I.	TOTAL
1980	/45,257	44,500	89,737
1981	46,720	44,015	90,735
Percentage change	+3.2%	−1.2%	+1.1%

Air Freight and Air Mail (lbs)

The following are the 1981 air cargo and air mail statistics with 1980 comparisons:

AIR CANADA

	CARGO		MAIL	
	TO P.E.I.	FROM P.E.I.	TO P.E.I.	FROM P.E.I.
1980	548,961	239,230	287,127	92,565
1981	412,455	284,829	281,858	108,831
Percentage change	−24.9%	+19.1%	−1.8%	+17.6%

EASTERN PROVINCIAL AIRWAYS (1963) LTD

	CARGO		MAIL	
	TO P.E.I.	FROM P.E.I.	TO P.E.I.	FROM P.E.I.
1980	210,114	852,605	240,866	176,435
1981	383,768	1,181,686	304,710	167,772
Percentage change	+82.6%	+38.6%	+26.5%	−4.9%

VIA RAIL BUS SERVICE

The following are the 1981 traffic statistics for the bus service operated by Via Rail between Prince Edward Island and Amherst and Moncton, with 1980 comparisons:

	Amherst to P.E.I.	Moncton to P.E.I.	P.E.I. to Moncton	P.E.I. to Amherst
1980	11,032	7,278	11,448	6,836
1981	6,892	9,449	4,157	11,961

	Total to P.E.I.	Total from P.E.I.
1980	18,310	18,284
1981	16,341	16,118
Percentage change	−10.7%	−11.8%

ISLAND TRANSIT CO-OP LTD.

The following are the 1981 traffic statistics for the intra provincial bus service operated by Island Transit Co-op Ltd. with 1980 comparisons:

	1980	1981	Percentage Change
Charlottetown — Tignish .. (6 days/wk until Sept. 27/80)	8,591	8,309	N/A (operated 5 days/wk '81)
Charlottetown — Souris ...	1,768 (full yr.)	1,192	N/A (June 8 — Sept. 27/81) 7 days/wk)
Charlottetown-New Glasgow (June 23-Sept 10/80 7 days/wk)	2,221	2,891	N/A (7 days/wk)
	12,580		

(In 1980 Souris stopped Sept 1 — ran from June 23 — Sept 1 7 days/week)

FERRY

BORDEN-CAPE TORMENTINE SERVICE

The following are the 1981 traffic statistics for CN Marine PEI-NB service, with 1980 comparisons:

	Autos	Trailers Campers	Trucks	Tractor Trailers	Buses	Rail Cars	Passengers
1980	464,234	38,741	88,079	70,772	3,471	13,345	1,552,555
1981	457,654	36,696	86,045	68,847	3,531	14,061	1,530,187
% Change ..	1.4%	−5.3%	−2.3%	−2.7%	1.7%	5.4%	−1.4%

WOOD ISLANDS-CARIBOU SERVICE

The following are the 1981 traffic statistics for the PEI-NS service operated by Northumberland Ferries Ltd. with 1980 comparisons: (operated 11 days longer in 1981)

	Autos	Rec. Vehicles	Trucks	Buses	Passengers
1980	149,440	17,766	38,977	1,342	541,328
1981	156,257	16,590	33,062	1,448	545,622
% Change	4.6%	−6.6%	−15.2%	7.9%	.8%

SOURIS-GRINDSTONE SERVICE

The following are the 1981 traffic statistics for the PEI-Magdalen Islands service operated by CTMA, with 1980 comparisons:

	Autos	Trailers	Trucks	M/Cycles Bicycles	Heavy Machinery	Passengers
1980	13,180	1,098	3,886	1,839	36	49,184
1981	13,652	795	4,115	1,766	51	48,507
% Change	3.6%	−27.6%	5.9%	−4%	41.7%	−1.4%

RAIL

FREIGHT IN CARLOADS

The following are the 1981 statistics for interprovincial rail freight in carloads, with 1980 comparisons:

	TO P.E.I.	FROM P.E.I.	TOTAL
1980	4,266	2,676	6,742
1981	4,186	3,086	7,272
Percentage change	−1.9%	15.3%	7.9%

FREIGHT IN TONS

The following are the 1981 statistics for interprovincial freight in tons, with 1980 comparisons:

	TO P.E.I.	FROM P.E.I.	TOTAL
1980	249,341	109,666	359,007
1981	304,793	128,391	433,184
Percentage change	22.2%	17.1%	20.7%

WATER

TONS

The following are the statistics for waterborne freight for the four principle ports, with 1980 comparisons:

	CHARLOTTETOWN		GEORGETOWN		SOURIS	
	Loaded	Unloaded	Loaded	Unloaded	Loaded	Unloaded
1980	38,030	563,478	25,430	40,969	16,208	21,016
1981	41,631	408,764	15,602	27,467	8,556	27,854
(metric)						

	SUMMERSIDE		TOTALS	
	Loaded	Unloaded	Loaded	Unloaded
1980	68,532	30,956	148,200	656,420
1981	22,025	83,174	87,814	547,259
(metric)				

VESSELS

The following are the 1981 vessel traffic statistics for the four principle ports with 1980 comparisons:

	ARRIVALS		DEPARTURES		TOTALS		%
	1981	1980	1981	1980	1981	1980	Changes
Charlottetown	185	251	173	250	358	501	−28.5
Summerside	59	46	64	51	123	97	26.8
Souris	16	35	18	36	34	71	−52
Georgetown Intl	1	1	3	1	4	2	100
Dom. (inc. other ports)	33		33		66		

HIGHWAY SAFETY DIVISION 1981-1982
HIGHWAY COLLISIONS AND COUNTERMEASURES

ORGANIZATION AND OBJECTIVES

The Highway Safety Division operated branches at Charlottetown, Alberton, Souris, Montague, and Summerside from a headquarters in Charlottetown containing the Director, the Safety Coordinator's Safety Section, and the Registrar's Administrative Section.

The Division's overall objective was to promote safe conditions for highway users, and to support the Minister of Highways and Public Works in the administration of the Highway Traffic Act and the Off-Highway Vehicle Act.

SAFETY STRATEGY

Activity in the driving theatre was divided into three categories: (1) the driver, (2) the vehicle, and (3) the highway. In each of these categories the measures designed to counter highway collisions were separated into education and enforcement techniques primarily directed to highway users, followed by engineering developments directed to safety improvements of the vehicle and the highway.

Countermeasures were planned and conducted on the premise that the driver is ultimately responsible for motor vehicle operation on the highway. In consequence, the countermeasure strategy was to increase the driver's knowledge of highway laws and safe driving practices by creating a general awareness through the public news media; in testing new drivers; licensing control over new licensed drivers, and correction of unsafe practices among other drivers.

COLLISION STATISTICS (April 1, 1983 — March 31, 1982)

There were 20 fatal collisions causing 24 fatalities. Eight (included three motorcycles) drivers died, nine passengers, and seven pedestrians. Seven of the fatal collisions involved single vehicles, five involved two vehicles, one included three vehicles, and seven pedestrians were killed by vehicles.

COLLISION STATISTICS

Four fatalities were males under 25, three were females; nine were males between the ages of 25 and 64, two were female; six were males over 64.

Fiftenn fatal collisions were in rural areas, five in urban; 12 were at night, six during daylight, and two during dusk. Thirteen of the 20 fatal collisions involved the use of alcoholic beverages. There were six collisions (including motorcyclists) where nine persons were ejected from vehicles, and of these — six died and three were injured.

None of the 11 fatally injured vehicle occupants were reportedly using a restraint system. Of the 38 vehicle occupants (does not include pedestrain collisions, or collisions involving motorcycles), four persons were reported to have been wearing a restraint system — the four occupants were not injured.

The principal cause of fatal collisions was pedestrian activity (7), speed too fast for road conditions (5), failure to share half the roadway (5), careless or inattentive driving (3).

Collisions totalled 579 a decrease of 21 over 1980, resulting in approximately 92 injuries, a decrease of 13 over 1980.

COODINATION OF HIGHWAY SAFETY ACTIVITIES

Interdepartmental interests in highway safety were served by the Highway Collision Committee, comprised of the following members:

Director of the Highway Safety Division (Chairman), representing the Department of Highways & Public Works.
Chief Director of Administrative Services, representing the Minister of Education.
Traffic Engineer, representing the Minister of Highways & Public Works
Senior Medical Advisor, representing the Minister of Health, and
Senior Officer R.C.M.P., representing the Department of Justice.

The departments represented by the members are responsible for the administration of the Highway Traffic Act, and the Off-Highway Vehicle Act, the Schools Act, the Roads Act, and the Criminal Code of Canada as they relate to the driver, the motor vehicle, and the highway.

THE SAFETY SECTION

Activities of the Safety Section during April 1, 1981 to March 31, 1982, are described under the following headings:

(A) Media Safety Campaigns
(B) Publications
(C) Driver Qualification
(D) Driver Improvement
(E) Annual Motor Vehicle Inspection

(A) MEDIA SAFETY CAMPAIGNS

Safety Belt Use

Designed to illustrate the benefits of safety belts and to increase their use. Four major media campaigns were conducted. One television program during the months of September, October, and November, and one radio program during the months of November and December, and one radio pro-

gram during the months of June, July, and August 1981. In addition, a two minute film was shown at four drive-in theatres and one cinema during the summer and fall of 1981.

Bicycle Safety

Designed to illustrate the rights and responsibilities of bicyclists on the highway. The campaign was publicized through two radio stations during the month of May, and all newspapers in the Province during the month of June 1981, and one radio station during the month of September 1981.

In addition, the Highway Safety Division in corporation with concerned business establishments and Provincial organizations participated in the first annual bicycle rodeo. The rodeo was publicized through five newspapers in the Province. A "Safety Inspected 1981" reflective sticker was affixed to each bicycle.

Pedestrian Safety

Designed to increase the motor vehicle driver's awareness of his responsibilities toward pedestrians. Publicized through three radio stations for the month of October. A second component of the campaign was designed to increase the pedestrian's awareness of his responsibilities, and was publicized through four newspapers in October 1981.

Metric Conversion Information Program

Tourists (particularly from the United States) were informed through THIS WEEK ON PRINCE EDWARD ISLAND of the metric speed limits and other highway regulations in Prince Edward Island.

School Bus Safety

Designed to illustrate what the law requires of drivers in school zones and in the vicinity of school buses. Publicized through three radio stations and one television station during the month of September 1981.

Impaired Driving

Designed to educate the public to the consequences of driving after drinking. Four impaired driving campaigns were conducted. The first ran for the month of June through two radio stations, and one TV station. The second ran for the months of July, August, and September through one television station. The third campaign ran for the month of December 1981, and was publicized through one TV station, three radio stations, and six newspapers. A feature of the December campaign was a series of "Party Tips" publicized through newspapers alerting the host and hostess of their responsibilities toward their guests, and suggested alternate ways to enjoy the festive season without having to drive after drinking. The fourth campaign was in cooperation with the news media and the other Maritime provinces.

The Highwasy Safety Division also conducted short campaigns during holiday periods, e.g., Thanksgiving Weekend, Hallowe'en, to remind pedestrians and drivers alike to take extra care in heavy holiday traffic.

Winter Driving Campaign

A campaign was conducted through three radio stations and publicized the need for extra care when driving during times of inclement weather, and ran during the months of November and December 1981, as well as January and February 1982.

Summer Safe Driving Program

The Highway Safety Division's annual summer safety driving campaign began June 4, 1981, and continued for an eleven week period, ending on September 7, 1981. The campaign was publicized through two radio stations and one television station for the months of June, July, August, and the first week of September 1981.

The campaign was comprised of safety announcements focusing on ten specific problem areas. These were determined through a study of collision reports over the past three years for the purpose of identifying the most frequent causes of collisions.

A safe driving ad was publicized in eleven issues of THIS WEEK ON P.E.I.

Banner Ad — Sponsor Page Ads

In 1981 the Highway Safety Division along with Island newspapers and concerned business establishments designed various banners or sponsor pages to illustrate the responsibilities expected on the part of all citizens as it related to all phases of highway safety.

The banner ads publicized are:

(1) May 5, 1981 — "Protect Yourself," bicycle safety.
(2) June 30, 1981 — "Schools Out."
(3) September 4, 1981 — "Back to School — Give Kids a Break."
(4) October 31, 1981 — "Hallowe'en — Pedestrian Safety."
(5) December 30-31, 1981 — "If You Drink Don't Drive."

(B) PUBLICATIONS

During the year notices of defects in vehicles received from Transport Canada were monitored and released to Island Information Services, for publication through all Island newspapers.

These particular notices are intended to warn the motoring public of:

(a) details of a particular defect in a vehicle;

(b) make and specific problem with the vehicle, and;

(c) what action the owner may take to have the particular problem corrected as soon as possible.

A reminder to motorists concerning the inspection of vehicles ran each month in four Island newspapers.

During the year the Highway Safety Division in cooperation with the Canada Safety Council advised motorists of Defensive Driving and Motorcycle Training courses available — publicized through Island newspapers.

(c) DRIVER QUALIFICATION

Attached at Annex "A".

(D) DRIVER IMPROVEMENT

Driver Improvement Courses —

MONTH	STUDENTS
April	32
May	25
June	46
July	31
August	—
September	—
October	26
November	—
December	—
January	12
February	18
March	48
TOTAL STUDENTS	238

Driver Rehabilitation Courses —

MONTH	STUDENTS
April	26
May	25
June	26
July	—
August	15
September	22
October	19
November	—
December	—
January	30
February	21
March	—
TOTAL STUDENTS	184

(D) DRIVER IMPROVEMENT

Defensive Driving Courses —

MONTH	STUDENTS
April	50
May	14
June	29
July	—
August	—
September	45
October	54
November	35
December	51
January	10
February	108
March	150
TOTAL STUDENTS	546

ANNEX "A"

TESTS — DRIVER LICENSE APPLICATIONS APRIL 1, 1981-MARCH 31, 1982

MONTH	TESTS
April	611
May	1,025
June	1,927
July	999
August	1,183
September	661
October	700
November	965
December	800
January	361
February	314
March	626
TOTAL TESTS	10,172

Total number of written and driving tests conducted at five testing centers; Charlottetown, Summerside, Montague, Souris and Alberton.

(E) MOTOR VEHICLE INSPECTION STATISTICS

Vehicles inspected	73,989
Vehicles approved	65,599
Vehicles rejected	5,480
Vehicles unsafe	120
Trailers	2,790

There are 150 inspection stations, and 303 authorized inspection mechanics under the Motor Vehicle Inspection Program.

ANNEX "A"

PERCENTAGE FAILURE RATE

APRIL 1, 1981 — MARCH 31, 1982

MONTH	CHARLOTTETOWN		MONTAGUE		SOURIS		SUMMERSIDE		ALBERTON	
	WRITTEN	DRIVING	WRITTEN	DRIVING	WRITTEN	DRIVING	WRITTEN	DRIVING	WRITTEN	DRIVING
April	25	41	27	41	35	55	31	44	24	31
May	25	52	34	51	23	33	31	44	37	33
June	25	48	22	29	42	24	33	50	35	43
July	23	42	31	40	34	51	24	44	56	42
August	23	49	38	49	31	52	34	40	51	29
September	23	51	38	37	33	55	21	52	38	32
October	19	49	44	41	43	27	29	45	58	40
November	28	44	41	38	29	26	29	36	27	22
December	29	39	13	42	41	24	18	21	51	36
January	23	39	8	36	31	56	25	36	31	27
February	19	47	29	18	27	10	32	29	56	63
March	22	43	31	52	29	25	32	19	35	14
Total	284	544	356	474	398	438	339	460	499	412
Year	24	45	30	40	33	37	28	38	42	34

FOR THE TWELVE MONTHS — WRITTEN 31%
DRIVING 39%

ANNEX "A"

TESTS — DRIVER LICENSE APPLICATIONS — BY MONTH

APRIL 1, 1981 — MARCH 31, 1982

	WRITTEN						DRIVING									
	Tested	Passed	Failed	F%	No Show	NS%	Tested	Passed	Failed	F%	No Show	NS%	Total Tests	Total No Shows	Total NS%	Total Appointments
April	346	253	93	27	52	13	225	132	93	41	14	6	611	77	11	688
							MC 40	35	5	13	11	22				
May	483	340	143	30	71	13	456	244	212	46	18	4	1025	103	9	1128
							MC 86	81	5	6	14	14				
June	911	646	265	29	125	12	736	409	327	44	40	5	1927	258	12	2185
							MC 280	263	17	6	93	25				
July	271	191	80	30	84	24	543	310	233	43	78	13	999	244	20	1243
							MC 185	156	29	16	82	31				
August	478	333	145	30	97	17	520	285	235	45	63	11	1183	252	18	1435
							MC 185	172	13	7	92	33				
September	295	211	84	28	58	16	310	162	148	48	36	10	661	109	14	770
							MC 56	53	3	5	15	21				
October	313	210	103	33	50	14	380	212	168	44	33	8	700	83	11	783
							MC 7	7	0	0	0	0				
November	549	390	159	29	78	12	416	259	157	38	43	9	965	121	11	1086
December	424	299	125	29	73	15	376	253	123	33	31	8	800	104	12	904
January	195	147	48	25	26	12	166	102	64	39	26	14	361	52	13	413
February	186	134	52	28	12	6	128	80	48	38	14	10	314	26	8	340
March	428	306	122	29	34	7	198	130	68	34	20	9	626	54	8	680
			Motorcycle sub total				839	767	72	9	307	27				
			Car sub total				4454	2578	1876	42	416	9				
	4879	3460	1419	29	760	13	5293	3345	1948	37	723	12	10172	1483	13	11655

MOTOR VEHICLE REGISTRATIONS & REVENUE

APRIL 1, 1981 to MARCH 31, 1982

	Cars	Trucks	Trailers	Farm Trucks	1/3 Yr. Trucks	Motor-cycles	School Bus	Snow-mobiles	S.M.E.	Drivers Lic.	Other*	Revenue
April	12,861	5,228	1,507	767	756	420	1	1	211	2,200	9,608	887,694.76
May	4,431	1,980	1,529	352	214	587	—	—	34	2,417	10,758	295,786.02
June	1,596	458	974	52	65	285	—	—	14	2,772	11,575	122,130.67
July	1,248	303	625	35	18	160	—	—	2	2,690	9,715	78,305.28
August	819	196	175	70	818	52	—	—	2	2,513	9,208	194,789.29
September	722	165	120	89	78	23	3	—	1	2,83	9,216	64,467.29
October	619	154	70	30	27	5	7	3	5	2,276	8,086	68,445.45
November	500	172	49	12	8	—	4	2	16	2,151	9,005	44,059.43
December	344	98	30	15	412	-	—	17	1	2,053	7,519	103,647.06
January	1,522	357	184	25	52	13	100	16	24	1,859	4,477	89,168.40
February	3,331	761	332	75	18	37	121	26	17	1,603	5,065	158,234.67
March	26,846	4,995	1,745	884	5	293	154	4	262	2,562	10,006	1,141,768.37
TOTALS	54,839	14,867	7,340	2,406	2,471	1,875	390	69	589	27,379	104,238	$3,248,496.69

* P.V., Dealers, Appointment Fees, Instruction Permits Duplicate Copies, Transfers, MVI Stickers, Abstracts, Miscellaneous Receipts, Fire Trucks, Service Vehicles.

RECORDS SUB-SECTION

This Sub-section maintains records on all drivers who have had convictions for motor vehicle related offences and who are scheduled for counselling activity such as an interview or a re-examination. This Sub-section also maintains documents on compulsory insurance, accident statistics and motor vehicle dealers.

This Sub-section issues abstracts of driving records to individuals and insurance companies.

During the period April 1, 1981 to March 31, 1982, the Records Subsection processed numerous records for various reasons and they are shown in the tables following. (1980-81 figures are shown for comparison purposes)

TABLE 1

A. Criminal Code of Canada
(convictions for blood/alcohol related offences with a motor vehicle)

	1980-81	1981-82
Section 234 (impaired driving)	35	24
Section 234.1(2) (refusing the A.L.E.R.T.)	48	61
Section 235(2) (refusing the breathalyzer)	408	368
Section 236 (failing the breathalyzer)	944	868
TOTAL	1,435	1,321

B. Suspensions of driver's licenses and disqualification from holding or obtaining a license for the convictions shown at "A" above.

1980-81	1981-82
1,435	1,321

C. Confiscations ordered for the return of a driver's license not voluntarily turned in or surrendered to the courts and suspended at "B" above.

1980-81	1981-82
249	173

D. Reinstatements of a driver's license or the privilege to obtain a driver's license after a suspension for an alcohol motor vehicle related conviction.

1980-81	1981-82
1,195	1,169

TABLE 2

Demerit Point System Regulations

		1980-81	1981-82
	Number of drivers involved	10,344	10,889
A.	Warning letters issued	1,569	1,676
B.	Interviews required	843	850
	Interviews completed	612	605
C.	Suspension of a driver's license		
		1980-81	1981-82
	Failed to attend interview	61	91
	Unsatisfactory interview	—	3
	Accumulation of demerit points	209	224
	Criminal Code convictions under Demerit Point System Regulations	73	85
	Driving while under suspension	28	26
	Conviction while on probation	51	61
	TOTAL	422	490

		1980-81	1981-82
D.	Confiscations ordered for the return of a driver's license not voluntarily turned in or surrendered to the courts and suspended at "C" above.	162	181

		1980-81	1981-82
E.	Reinstatement of a driver's license under Demerit Point System Regulations.	385	435

TABLE 3

Compulsory Insurance

		1980-81	1981-82
A.1	Cancellations received from Insurance Companies	16,925	14,398
A.2	Balance of work from preceding year	381	295
	TOTALS	17,306	14,693

		1980-81	1981-82
B.1	Plates held by Division	91	92
B.2	Not actioned because of storage or satisfactory response when contacted	11,409	10,120
B.3	Pending further action	5,492	3,867
B.4	Unable to contact	153	102
	SUB-TOTAL	34,451	28,874
B.5	Work outstanding at March 31	161	295
	TOTAL	34,612	29,169
C.	Quantity of "7 day letters" forwarded	5,571	4,497

TABLE 4

Accidents

		1980-81	1981-82
A.1	Persons killed	30	23
A.2	Persons injured	678	718
B.1	Number of fatal accidents	28	19
C.1	Letters forwarded requesting additional information for financial responsibility at the time of the accident	59	57
C.2	Confiscation of plates	61	47

TABLE 5

Unsatisfied Judgement Fund

		1980-81	1981-82
A.1	The number of drivers still shown under suspension for failure to "pay back" to the Unsatisfied Judgement Fund	65	65

TABLE 6

Judgement Recovery (P.E.I) Ltd.

		1980-81	1981-82
A.1	Number of drivers suspended for failure to maintain payments	11	8
A.2	Number of drivers re-instated, resumed payments	7	7

TABLE 7

Administrative re-examination and/or suspension of driving privileges,

		1980-81	1981-82
A.1	Number of persons required to undergo an examination as a result of a request by police, insurance companies, families or as a result of a driving record, (medical and driving tests)	93	100
A.2	Drivers re-examined		
	Medical	29	28
	Vision	17	17
	Driving test	46	43
A.3	Number of drivers suspended as a result of the examination or failing to comply with the request	11	7
B.	Number of driver's licenses "recalled"	4	1
C.	Number of driver's licenses "invalidated"	1	5
D.	Number of driver's licenses restored	1	1
E.	Instruction permits "recalled"	4	2
F.	Instruction permits restored	—	—
G.1	Number of drivers asked to show cause why their license should not be suspended under Section 250 of the Act	138	141
G.2	Driver's licenses suspended under Section 250 of the Act, either by an operation of law or as a result of overall driving record	75	84
G.3	Number of drivers placed on probation under Section 250	96	102
H.	Number of appeals under Section 264 of the Act	1	—
I.	Number of driver's license confiscated under Section 250 of the Act	21	12

TABLE 8

		1980-81	1981-82
A.	Driving records prepared for court purposes	918	630

B.	Certificates showing the status of a driver's license for court purposes	343	145
C.	Certification of vehicle ownership for court purposes	1,096	997

TABLE 9

		1980-81	1981-82
A.	Abstracts of driving records for insurance or other purposes	13,008	15,414

TABLE 10

Dealer Trade License

		1980-81	1981-82
A.1	Class "A" New & used vehicles	25	20
A.2	Class "B" Sub-dealers	3	4
A.3	Class "C" Used vehicles	31	25
	TOTAL	59	49

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
STATEMENT OF EXPENDITURES
YEAR ENDING MARCH 31, 1982

General Administration

Salaries & Wages	338,746	
Office Supplies & Postage	7,513	
Tel & Tel	94,754	
Office Rent	511	
Miscellaneous	1,492	
Office Equipment	630	
Maintenance & Repairs	2,632	
Professional Services	27,000	
Travel	17,397	
TOTAL GENERAL ADMINISTRATION		490,675

HIGHWAY DIVISION

Maintenance Administration

Salaries & Wages	1,070,755	
Tel & Tel	7,100	
Equipment	7,621	
Professional Services	14,135	
Travel	191,472	
TOTAL MAINTENANCE ADMINISTRATION		1,291,083

MAINTENANCE OF UNPAVED ROADS

Prince County

Prince 1	113,913	
Prince 2	73,123	
Prince 3	43,207	
Prince 4	64,712	
Dust Control Prince County	11,001	
Total Prince County		305,956

Queens County

Queens 1	98,284	
Queens 2	56,341	
Queens 3	76,080	
Queens 4	63,584	
Queens 5 & 6	57,925	
Dust Control Queens County	24,089	
Total Queens County		376,303

Kings County			
Kings 1	80,658		
Kings 2	80,981		
Kings 3	83,417		
Kings 4	50,425		
Kings 5	77,521		
Dust Control Kings County	11,011		
Total Kings County		384,013	
TOTAL MAINTENANCE OF UNPAVED ROADS			1,066,272
Maintenance of Paved Roads			
Prince County	1,467,298		
Queens County	1,529,675		
Kings County	1,442,124		
TOTAL MAINTENANCE OF PAVED ROADS			4,439,097
Maintenace of Bridges			
Wages	45,279		
Materials & Supplies	46,110		
Contract Services	52,029		
Total Maintenance of Bridges			143,318
Snow Removal			
Wages	2,066		
Materials & Supplies	597,170		
Contract Services	2,945,220		
Total Snow Removal			3,544,456
Sanding & Salting			
Wages	715,730		
Materials & Supplies	2,291,291		
Total Sanding & Salting			3,007,021
Garage Administration			
Salaries & Wages	3,556,261		
Equipment	96,221		
Materials & Supplies	2,154,677		
Contract Services	13,683		
Travel	60,968		
Telephone, Radios & Taxes	93,796		
Total Garage Administration			5,975,606
TOTAL HIGHWAYS ORDINARY ACCOUNT			19,466,953

HIGHWAY SAFETY BRANCH

Administration

Salaries & Wages	55,971	
Tel & Tel	17,759	
Miscellaneous	1,266	
Travel	5,480	
TOTAL ADMINISTRATION		80,476

Motor Vehicle Inspection

Salaries & Wages	37,312	
Materials & Supplies	19,188	
Travel	18,365	
TOTAL MOTOR VEHICLE INSPECTION		74,865

Driver Improvement Program

Salaries & Wages	82,365	
Miscellaneous	1,394	
Travel	10,390	
TOTAL DRIVER IMPROVEMENT PROGRAM		94,149

Promotion of Highway Safety

Salaries & Wages	126,949	
Equipment	1,602	
Materials & Supplies	32,071	
Travel	8,999	
TOTAL PROMOTION OF HIGHWAY SAFETY		169,621

Registration & Licensing

Salaries & Wages	217,563	
Office & Postage	9,512	
Equipment	5,676	
Materials & Supplies	120,814	
Travel	3,147	
TOTAL REGISTRATION & LICENSING		356,712

Records

Salaries & Wages	104,404	
Equipment	527	
TOTAL RECORDS		104,931

Summerside			
Salaries	70,043		
TOTAL SUMMERSIDE		70,043	
Montague			
Salaries	20,393		
TOTAL MONTAGUE		20,393	
Alberton			
Salaries	21,461		
TOTAL ALBERTON		21,461	
Souris			
Salaries	19,278		
TOTAL SOURIS		19,278	
TOTAL HIGHWAY SAFETY DIVISION			931,453
TOTAL HIGHWAY SAFETY BRANCH			1,011,929
Planning Branch			
Branch Management	155,014		
Metric Conversion	28,458		
Parks Buildings & Highways	182,178		
Parks Operations Headquarters	227,950		
Parks Operations Eastern	665,348		
Parks Operations Western	588,022		
Brookvale Ski Park	88,543		
Parks Upgrading	58,848		
Traffic Engineering	1,411,283		
Transportation	155,654		
Island Transit	108,558		
TOTAL ORDINARY EXPENDITURES – PLANNING BRANCH			3,669,856

BUILDING BRANCH

Buildings Administration

Salaries	37,898	
Travel	899	
TOTAL BUILDING ADMINISTRATION		38,797

Construction Administration — Buildings

Salaries	222,620	
Travel	8,394	
Technical & Drafting Equipment & Supplies	5,774	
TOTAL CONSTRUCTION ADMINISTRATION — BUILDINGS		236,788

Maintenance Administration — Buildings

Salaries	361,068	
Travel	21,956	
Office & General	11,400	
TOTAL MAINTENANCE ADMINISTRATION — BUILDINGS		394,424

Maintenance of Buildings

Beach Grove Infirmary	276,873
Belmont St. Warehouse	4,301
B.O.D. Laboratory	3,764
Brudenell Complex	90,136
Bunbury Nursery	28,808
Courthouse — Alberton	9,760
Fisheries Equipment Building	7,216
Government House	208,434
Greenhouse & Headerhouse	296,807
Health Centre — Summerside	39,141
Hillsborough Hospital	588,152
Home for the Aged	198,186
Jones Building	430,047
Kings County Court House & Jail	20,368
Kings County Forestry Depot	6,614
Lady Slipper Visitors Centre	9,244
Old Health Centre — Charlottetown	53,098
Portable Classrooms	74,579
Prince County Foresty Depot	8,791
Prince County Jail & Courthouse	83,749
Prince Edward Island Hospital	6,769

Province House	83,053	
Province House Annex	24,863	
Provincial Sanatorium	398,429	
Scalehouses — Borden & Wood Islands	28,354	
Shaw & Sullivan Buildings	1,858,043	
Sherwood Hospital	29,540	
Sleepy Hollow Correctional Centre	177,174	
Southern Kings Highways Depot	18,297	
Southern Kings & Queens Regional Services Centre	52,532	
Supreme Court Building	4,568	
Travel Bureau — Borden — Wood Islands	30,423	
Travel Bureau — Brackley	2,278	
Tourist Interpretive Centre — Pooles Corner	29,467	
Veterinary Building — O'Leary	23,457	
West Prince Regional Services Centre	39,930	
TOTAL MAINTENANCE OF BUILDINGS		5,245,245
TOTAL BUILDING BRANCH		5,915,254

SERVICES BRANCH

Services Administration

Salaries	50,490	
Travel	1,335	
TOTAL SERVICES ADMINISTRATION		51,825

PROPERTIES & ACCOMMODATION

General

Salaries	178,100	
Travel	4,168	
Office & General	427	
Insurance	195,902	
Property Taxes on Provincial Owned Properties	3,138	
Material & Supplies	2,427	
Consultants and Legal Fees & Contract Services	11,169	
TOTAL GENERAL		395,331

Rent of Leased Premises

Airport T.I.C.	165
Alberton T.I.C.	351
Aulac T.I.C.	7,593
Cambridge Building	153,357
Capital Theatre	33,385
Caribou T.I.C.	2,269
Carvell Building	22,557
Cavendish Cottage	3,078
Cavendish T.I.C.	4,137
Eastern Kings Health Centre	12,520
Eastern Kings Regional S/Centre	82,506
Evangeline Health Centre	3,111
Farm Centre	7,346
Green Building	5,787
Hardy Building	16,121
Johnston Building	98,381
Kent Place	54,065
Kensington Community Centre	4,042
Kings County Memorial Hospital	8,354
Memorial Building	91,860
Morell Fire Hall	1,872

Walter MacDonald (Garage)	3,960		
New Court House	633,919		
P.E.I. Liquor Control Commission — Borden	14,087		
Prince County Hospital	1,932		
Reasearch Station	167,191		
Royalty Mall	162,186		
Souris Town Hall	2,635		
Stanhope T.I.C.	503		
St. Pauls Rectory Hall	16,654		
Summerside Regional Service Centre	157,176		
Summerside Waterfront Development Corporation	16,896		
Albert Thomas Building	36,324		
A. Thomas (Highways) Building	69,167		
Tignish Health Co-op	2,063		
Toronto Dominion Bank	12,266		
D. Tweel Finance Building	1,200		
TOTAL RENT OF LEASED PREMISES		1,911,016	
TOTAL PROPERTIES — ACCOMMODATION AND RENT OF LEASED PREMISES			2,306,347
Audio-Visual Service Centre			
Salaries	150,508		
Travel	7,632		
Audio Visual Equipment	10,019		
Equipment Repairs	24,547		
TOTAL AUDIO VISUAL SERVICE CENTRE			192,706
Postal Services			
Salaries	80,810		
Postage & Equipment Rentals	444,720		
TOTAL POSTAL SERVICES			525,530
Information Services			
Salaries	115,255		
Travel	1,083		
Tel & Tel	17,657		
Field Equipment & Supplies	10,185		
Office & General	2,139		
TOTAL INFORMATION SERVICES			146,319

Printing Services		
Salaries	294,762	
Travel	1,747	
Telephone & Office	5,394	
New Equipment	5,312	
Equipment Repairs	41,934	
Material & Supplies	132,654	
Reproduction Equipment Rentals	228,044	
TOTAL PRINTING SERVICES		709,847
TOTAL SERVICES BRANCH		3,932,574
TOTAL TRANSPORTATION & PUBLIC WORKS ORDINARY ACCOUNT		33,996,566

CAPTIAL EXPENDITURES

HIGHWAY DIVISION:

Construction Administration

Salaries & Wages	1,037,613	
Travel	3,760	
Miscellaneous	948	
TOTAL CONSTRUCTION ADMINISTRATION		1,042,321

Culverts C/A

Prince County	161,778	
Queens County	164,922	
Kings County	160,164	
TOTAL CULVERTS C/A		486,864
MARKING HIGHWAYS LIGHTING		52,815
PURCHASE OF MAJOR EQUIPMENT		415,258

BRIDGES C/A

Prince County

Cascumpeque	16,765	
Center Line Road	15,322	
Gillans Bridge	2,963	
Lock Road	23,885	
Red Bridge Wilmot	18,327	
TOTAL PRINCE COUNTY		77,262

Queens County

Bayview	8,817	
Burlington	11,357	
Hillsboro Bridge Lighting	30,919	
South Pinette Bridge	19,162	
Southport Underpass	172,103	
Tarantum	22,080	
West River Bridge	17,090	
West River Causeway	17,629	
TOTAL QUEENS COUNTY		299,157

Kings County			
Greek River	18,004		
MacLeod's Pond, Murray River	9,398		
Pamure Island Causeways	21,978		
Seal River Bridge	17,299		
TOTAL KINGS COUNTY		66,679	
BRIDGES MISCELLANEOUS C/A		(11,021)	
TOTAL BRIDGES C/A			432,077
SUB-DIVISION ROAD			
DeBlois Brothers	8,733		
Ellis & Birts	22,732		
Sherwood Estates	42,835		
Plaza Interprises	1,782		
Scott, Hector	1,896		
Sherwood Industrial Park	3,470		
Southview Estates	10,247		
TOTAL SUB-DIVISIONS			91,695
REGIONAL ECONOMIC EXPANSION PROJECTS			
DREE 158 Alleys Mill Road	28,545		
DREE 172 Cardigan — Glenfanning	75,353		
DREE 178 Commercial Road	520,706		
DREE 177 East Point Road	1,251,062		
DREE 184 Freetown (Lower) Road	235,250		
DREE 153 Hunter River	92,417		
DREE 171-A New Glasgow — Toombs Corner	471,393		
DREE 181 - 2A Selkirk Road	206,203		
DREE 179 Union Road	680,262		
DREE 175 - 6A Western Road	188,013		
TOTAL REGIONAL ECONOMIC EXPANSION PROJECTS			3,749,204
HIGHWAY RECONSTRUCTION:			
Trans Canada Highway			
TCH 31-81 — Vernon Bridge — Cherry Valley	13,646		
TOTAL TRANS CANADA HIGHWAYS			13,646

PROVINCIAL RECONSTRUCTION

Prince County

Albany Interchange	158,643	
Grain Elevator Road Recap	37,605	
Malpeque Road — Hamilton Recap	25,943	
Miscouche — Allen Road	691,027	
Montrose Road	4,838	
Pope Road Extension Recap	9,310	
Route #12 — Lot #16 Recap	5,193	
Route #12 — Miscouche Recap	16,902	
Summerside East (Water St.)	48,189	
TOTAL PRINCE COUNTY		997,650

Queens County

F. Augustus Recap	43,991	
North River Road Intersection	64,250	
Pownal Road Recap	29,242	
Route 2 — Graham's Road — Mill Road	224,144	
Route 2 — Winsloe — Milton	368,344	
Route 13 — Kelly's Cross Recap	31,123	
TCH East (Halzelbrook) Recap	44,024	
TOTAL QUEENS COUNTY		805,118

Kings County

Abney Road	21,603	
48 Road — Route 5 Recap	17,374	
Route 322 — Recap	30,192	
St. Charles Road Recap	18,026	
St. Peters (Pratt's Hill)	18,220	
Sturgeon Road Recap	17,679	
TOTAL KINGS COUNTY		123,094

TOTAL HIGHWAY RECONSTRUCTION	1,939,508

PROVINCIAL PAVING

Prince County

Ashley — Murphy Road	21,968
Ashton Road	47,399
Ashton Road	4,626
Baker Road	58,144
Banman Road	17,730
Barlow Road	54,262
Chaisson Road	38,611
Clermont Road	44,837
Cemetary Road	114,319
Christopher Cross Road	30,673
County Line Road	110,935
DeBlois Road	100,834
Dock Road	52,618
Doucette Road	2,374
Doyle (Stewart) Road	29,423
Fidele St. — Wellington	32,684
Foy Road	2,904
Foy Road	15,295
Frank Bell Road	8,351
Gaspe-Trainor Road	31,430
Gaspe-Trainor Road	104,346
Glengarry Road	59,983
Harbour (Miminegash) Road	19,285
Hebron Road	21,097
Hebron Road	20,174
Higgins Road	9,753
Leo Arsenault Road	5,732
Lewis Road	12,304
Little Tignish Harbour Road	87,095
MacAllar Road	12,348
Mt. Tryon Road	130,641
Murphy Road	7,756
Murray Mill Road	17,824
Noonan Road	44,811
Old Palmer Road	38,486
Palmer Road	40,619
Pond Road	3,496
Peters Road	36,354
Pig Brook Road	60,784
Piusville (Shop) Road	166,082
Race Track Road (Kensington)	32,603
Route 2 — Military Road — West Drive	40,362

Richards Road	152,286	
Searletown Road	23,324	
St. Clair Duffy Road	20,541	
St. Felix Road (Haywood)	7,131	
St. Rock E. Road	29,054	
St. Rock W. Road	107,403	
Stafford Road	17,894	
Southwest Road	26,673	
Sunset Drive — Kensington	32,760	
Tarry Boylan Road	107,522	
Taylor Road	59,851	
Thompson Road	31,462	
Thompson (Leoville) Road	35,422	
Trout River Road	154,664	
Schurmans Point Road	182,295	
Sudsbury Road	87,660	
Switchy Road	47,636	
Watson (Roseville) Road	16,936	
West Devon Road	24,483	
Westmoreland Road	91,052	
1st Prince Ditching	81,616	
2nd Prince Ditching	43,888	
3rd Prince Ditching	78,743	
4th Prince Ditching	67,186	
TOTAL PRINCE COUNTY		3,318,834

Queens County

Adam's Road	1,730	
Afton Road	54,579	
Belle River Road	66,246	
Belle River Shore Road	82,758	
Belvedere Avenue Intersection	173,905	
Big Point Road	39,369	
Bonshaw Shore Road	93,470	
Brackley Point Road	51,207	
Brookfield Road	75,502	
Cavendish Path	2,627	
Charlottetown Perimeter Road	325,653	
Clarkin Road	38,822	
Colville Road (Ocean View)	140,162	
Cook's Road	36,666	
County Line Road (Q 1)	158,018	
County Line Road (Q 4)	6,471	
Crabble Road (Q 3)	42,214	
Crabbe Road (Q 2)	2,175	

DesRoche Road	26,723
Dixon Road	133,754
Doyle Road (Single Lane)	16,369
Dromore Road	38,005
Dundee Road	63,422
Dunphy Road	199,223
Elliot Park Sub-Division	4,283
Elliot River Road	112,208
Exhibition Drive	25,462
Fairville & Ryan Road	153,122
5 Houses Road Extension	26,297
48 Road (upgrade)	16,000
48 Road (seal)	50,493
Garfield North Road	57,149
Garfield South Road	12,115
Georgetown & Keppoch Intersection	25,474
Glencoe Road	12,775
Green Road	41,473
Grey's Road	104,875
Hambley Road	38,423
Heartz Road	20,774
Hermitage Road	184,119
Hillsboro Park STS	36,651
Hurry Road	8,606
Joey's Road	142,513
Johnston Road	68,222
Jones Road	126,513
Kelly Mountain Road	62,836
Kensington Road Storm Sewer	301
Kilkenny Road	90,241
Lewis Point Park	14,846
Lower Marshfield Road	25,651
MacBride Road	43,873
MacCarthell Road	43,465
MacWilliams Road	3,617
McEwen Wharf Road	9,536
McKenna Road	9,722
Maplewood Road	57,469
Milboro Road	55,732
Millcove Road	11,171
Mitchell Road	37,693
Mt. Tom Road	96,059
Murphy Road	32,747
North Road	83,732
Oyster Bed Bridge Road	40,914
Paynter Road	5,891

Pickering Road	86,146	
Pond's Road	28,719	
Portage Road	61,139	
Princetown Road	110,439	
Queens Arms Intersection	35,278	
Reid Road	52,463	
Robinson Road	48,398	
Roseberry Road	140,526	
Rosebank Road	4,335	
Rustico STS	64,413	
Southdale Avenue	9,805	
Seaview Road (Yankeetown)	56,845	
Shaw Road (Cardigan Road)	105,676	
South Melville Road (Mill Road)	58,089	
Southport Insection	89,410	
Stanhope Lane Road	54,974	
Stanley Bridge Intersection	75,761	
Stead Road	142,138	
St. Catherines Road	115,513	
St. Marys Road	147,857	
Sobey's Food Store Access	11,041	
Stratford Road & Hopeton Road	35,963	
Todd Road	40,694	
Toronto Road	113,438	
Trout River Road	157,414	
Uigg Road	6,841	
Upper Belle River Road	138,286	
Victoria Shore Road	106,864	
Watts Road	118,175	
Westmoreland Road	2,312	
Yankeetown Road	16,218	
1st Queens Ditching	89,673	
2nd Queens Ditching	53,292	
3rd Queens Ditching	57,466	
4th Queens Ditching	59,344	
5 & 6 Queens Ditching	7,959	
Maple & Pine STS	27,967	
Scarlett Avenue Storm Drain	18,864	
TOTAL QUEENS COUNTY		6,411,848
Kings County		
Abney Road	31,641	
Brothers Road	19,863	
Boyver Road	44,933	
Burnt Point Road	7,363	

Cahill Road	6,657	
Cardross Road	37,911	
Cape Spry Road	8,650	
Church Road	46,970	
Collins Road	88,907	
Fortune Shore	8,497	
Georgetown Royalty Road	62,670	
Gladstone Road	51,253	
Grahams Pond Road	10,899	
Gurnsey Cove	162,225	
Hazelgreen Road	102,161	
Keith Road	26,143	
Lapierre Road	51,754	
Longaphie Road	22,409	
MacAdam Road	19,249	
McNichol Road	5,045	
Maple Street	1,543	
Mellish Road	88,941	
Mill Road	4,537	
Millburn Road	16,514	
Murray Harbour Street	12,821	
Peakes Road K2-3	47,426	
Peakes Road	235,930	
Perth Station Road	149,485	
Robertson Road	10,030	
Ross Road	62,404	
Sailors Hope Road	79,438	
Savage Harbour	30,461	
Settlement Road	26,243	
Sheehan Road	177,483	
Somers Road	9,281	
Souris West Road	2,672	
South Graham's Pond Wharf Road	5,033	
St. Teresas Road & Intersection	153,740	
Upton Road	30,207	
Valley View Road	5,925	
Victoria Cross-Knox Dam	76,877	
Ward Road	9,916	
Whim Road	136,800	
Windon Road	185,438	
1st Kings Ditching	52,899	
2nd Kings Ditching	65,869	
3rd Kings Ditching	55,210	
4th Kings Ditching	53,371	
5th Kings Ditching	51,637	
TOTAL KINGS COUNTY		2,653,331

Survey & Travel Expenses	1,184,662	
Sundry	55,043	
Asphalt Material	(8,926)	
TOTAL PROVINCIAL PAVING		13,614,792
HIGHWAY LABORATORY		377,880
PAVEMENT ASSISTANCE FOR DRIVEWAY		113,015
PAVEMENT MANAGEMENT SYSTEM		76,605
TOTAL HIGHWAYS CAPITAL ACCOUNT		22,392,039
Capital — Planning Branch		
Cabot Park	9,756	
Mill River	41,655	
Brackley Information Centre	39,580	
Parks Upgrading	149,600	
Lady Slipper Interpretive Centre	159,755	
TOTAL CAPITAL EXPENDITURES — PLANNING BRANCH		400,346
Capital Expenditures — Buildings		
Provincial Sanatorium	46,000	
Province House	40,190	
Old Law Court Building	1,296,408	
Grasifier — Hurray Road	57,868	
Foresty Depot — Kings County	19,449	
Wood Heat Conversion	2,631	
Salt Storage — Charlottetown	94,679	
Riverview Manor	34,377	
Atlantic Trowel Trades College	19,525	
Miscellaneous Land Purchases	92,156	
TOTAL CAPITAL ACCOUNT — BUILDINGS		1,703,283
TOTAL CAPITAL ACCOUNT — HIGHWAYS & PUBLIC WORKS		24,495,668